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The Hongkong Telegraph.

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No. 21,859

六拜禮 號八月八英港香 SATURDAY, AUGUST 8, 1925. 日九十月六

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HAPPY VALLEY

RUSSIA AND CHINA.

SOVIET INTRIGUE APPARENT.

Shanghai Enquiry.

London, August 7. In the House of Commons, on the motion for adjournment, replying to Mr. Arthur Ponsonby and the Labourites, who criticised the Government's policy towards Russia and towards China, Mr. Ronald McNeill described the present Government of Russia as the greatest defaulters in modern history. He said that Russian intrigue at present creates grave difficulties and making mischief in China, but he did not believe at the moment that Russian propaganda in the long run would succeed in doing any material damage to the British Empire.

He reported recommendations of the commission of enquiry at Shanghai were probably correct, but not very important in view of the forthcoming judicial enquiry into the whole matter, which was likely to be established very soon. He emphasised that any obligations thrown on His Majesty's Government by the judgment of the judicial enquiry, would certainly be met. The Government's paramount duty was to protect the lives and property of British nationals in China, while neglecting any opportunity of helping the Chinese to help themselves, but scrupulously abstaining from interfering in the internal Government of China.—*Reuter.*

Students' New Move.

Peking, August 7. It is reported that a movement among Chinese students in favour of boycotting all British missionary schools and colleges is making considerable headway.—*Reuter.*

A LIMERICK TO LIMERICK.

INTERESTING TRAVELS.

Our mail bag this morning revealed the fact that on May 30th, Private E. Fero, of the 1st Surrey Regiment, decided to make an attempt to win the Limerick Competition which was in progress. He addressed the envelope:—

The Hongkong
Telegraph Editor,

LIMERICK.

The Hongkong Post Office, true to the traditions of its service, immediately popped it into the bag for "Erin's Isle." After the bag had duly reached Limerick it went to Dublin where the official of the Post Office appreciated the urgency of the mission and immediately addressed it correctly and set it on the right road with commendable alacrity. Unfortunately, it has reached us too late, but should the Limerick care to secure the Limerick which travelled to Limerick and back, we shall be happy to hand it to him.

FATAL EXPLOSION.

TRAGEDY AT DUTCH FACTORY.

Amsterdam, Aug. 7. Four people were killed and several injured by the explosion of a gas apparatus in the artificial silk factory at Ede, Gilder.—*Reuter.*

COAL CRISIS.

MERELY POSTPONED.

London, August 7.

On behalf of the Mining Association, Mr. Philip Geo has issued a statement warning the public that the coal crisis will recur in exactly the same form next May, unless the situation be resolutely faced in the interval; declaring that a small body of extremists are controlling the Miners' Federation and never intended to arrive at a settlement of the dispute. They do not want industrial peace, but wish to overthrow private enterprise and the existing structure of society.

A lasting settlement will be impossible until the constitutional issue is faced, namely, are we to be governed by Parliament, or by the Soviet acting in the name of the Labour movement.—*Reuter.*

ANGLO-GERMAN TRADE.

BETTER COMMERCE FROM TREATY.

Berlin, August 7.

The commercial committee has adopted, with three dissentients a Bill on the Anglo-German commercial treaty of December 4th. The Government spokesman anticipated that as a result of the treaty German exports to Britain would increase to the equivalent of pre-war traffic. He stated that the British Government would recommend the treaty to the Dominions and Colonies.—*Reuter.*

RUBBER PRICES.

AMERICAN MEMORANDUM.

London, Aug. 7.

In the House of Commons, replying to Mr. John Duckworth, Mr. Ronald McNeill stated that the United States Ambassador had left with him, on July 27th an *aide memoire* stating that a critical situation had arisen in the United States rubber industry, owing to the high price of crude rubber, and the smallness of stocks in London and the United States, said to be due to the working of the Stevenson scheme.

The *aide memoire* quoted certain proposals of the Rubber Association of America for improving the situation, as likely to stabilise the price of rubber at a reasonable figure. It stated that such stabilisation was essential for the continuance of normal operations by United States manufacturers, and consequently for the encouragement of the rubber growing industry.—*Reuter.*

U.S. FLEET.

LEAVES FOR NEW ZEALAND.

Hobart, Aug. 7.

The American cruisers have departed for New Zealand. They had an enthusiastic send-off. Admiral Magruder expressed his deep appreciation of Tasmanian hospitality. Government O'Grady said the officers and men had given evidence that they were indeed our kinsmen.—*Reuter.*

THE ECONOMY COMMITTEE.

London, Aug. 7.

Mr. Churchill announced in the House of Commons that the economy committee of three, mentioned by Mr. Baldwin on July 23rd, would consist of Lord Colwyn, Chalmers and Bradbury, the first named being chairman.—*Reuter.*

HOME CRICKET.

YORKSHIRE'S LAPSE.

Another Century for Woolley.

London, Aug. 7. Playing at Canterbury, Kent defeated Sussex by an innings and 17 runs. Scores:—

Kent, 349 for eight wickets (declared).
Sussex 196 and 136.

In Kent's first innings, Hardinge scored 82 and Woolley 118. For Sussex, Watson made 53. Marriott took five wickets for 64 runs and Freeman five wickets for 53 runs.

Hampshire Win.

Playing at Taunton, Hampshire defeated Somerset by 10 wickets.

Scores:—
Somerset 104 and 199.
Hampshire 272 for eight wickets (declared) and 33 for no wicket.

In Somerset's first innings, Kennedy took five wickets for 32 runs and Boyes five for 43.

Daniell was Somerset's highest scorer with 72 to his credit. In Somerset's second innings, Kennedy took seven wickets for 74 runs. The highest scorers for Hampshire were Mead 89 not out and Bowell 64. White took four wickets for 65 runs.

Warwick's Victory.

Playing at Birmingham, Warwick defeated Glamorgan by nine wickets. Scores:—

Glamorgan, 176 and 118.
Warwick, 183 and 114 for one wicket.

In Glamorgan's first innings, D. Davies made 66 and Partridge took five wickets for 56 runs. The same bowler took four wickets for 57 runs in Glamorgan's second knock. In Warwick's first innings, Ryan took five wickets for 72 runs, whilst in the home team's second venture Parsons was highest scorer with 59 not out.

Middlesex's Bogey Team.

Playing at Bristol, Gloucester gained a first innings' victory over Middlesex. Scores:—

Gloucester 274 and 123 for five wickets (declared).
Middlesex, 222 and 33 for no wickets.

In Gloucester's first innings, the highest scorers were Dipper 87, Hammond 51 and Bloodworth 50. Hearne took four wickets for 77 and North four for 46 runs. In Gloucester's second knock, Durston took four wickets for 35 runs. The highest scorers for Middlesex were Hendren 53 and Mann 50, not out. Hammond took four wickets for 50 and Parker six wickets for 120.

Yorkshire Again Fall.

Playing at Leicester, Leicestershire gained a first innings' victory over Yorkshire. Scores:—

Leicestershire, 222 and 195 for five wickets.
Yorkshire 197.

In Leicestershire's second innings, Astill made 70, not out, and Geary 63. For Yorkshire, Oldroyd made 55, not out. Geary took four wickets for 46 runs.

Northants Lose at Home.

Playing at Northampton, Derbyshire gained a first innings' win over Northamptonshire. Scores:—

Northants, 201 and 279 for nine wickets (declared).
Derbyshire, 244 and 90 for one wicket.

In Northants' first innings, Timms made 67, Cadman taking four wickets for 42 runs. The highest scorers in Northants' second innings were Timms 55, Walden 53 and P. Wright 63.

Morton took five wickets for 39 runs. Crommolin Brown was top scorer for Derby in the first innings, making 68, while in the second Leicestershire made 60, not out. P. Wright took four wickets for 76.

RADIO "SCOOP."

ARCTIC EXPLORER INTERVIEWED.

New York, Aug. 7.

A feat believed to be unique in the history of journalism was performed by a Chicago newspaperman wirelessly interviewing the explorer Macmillan aboard the *Foary* in the Arctic, over a distance of nearly four thousand miles.

The talk mostly dealt with the subject of wireless. Macmillan explained how he is keeping in radio-telegraphic touch with civilization, and said he had actually heard voices in London and Schenectady. The Eskimos had simply accepted wireless as another great work of the white man not more wonderful than the gramophone.

The interviewer also heard a gramophone concert being given to the Eskimos.—*Reuter.*

CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

The Free Library.

Sir,—Now that the Labour Bureau at the City Hall has been closed down, would it not be possible for the Free Library to be reopened?

All through the strike, this institution, poor as it is, has had its doors shut. Surely there is no need for this state of affairs to continue any longer. There may not be many who take advantage of such facilities as this Library offers, but the few who do should by this time be considered. Or have the Library staff all gone on strike?

Yours etc.,

BOOKWORM.

Hongkong, Aug. 7th, 1925.

ALLEGED SWEATING.

LABOUR PARTY VIEWS.

London, August 7.

The report of the Labourite committee on sweating imports confirms the earlier forecast and shows that the committee did not confine its attention to the domestic aspect, but contemplates international action against sweating, for which the existing machinery provided by the peace treaty should be utilised, supplemented by the resolution of an International Labour Conference binding the signatories to enforce a boycott against goods produced under condition not conforming to the Washington hours convention; though the boycott would only be applicable where an alternative supply were available. The committee emphasises the uselessness of tariff manipulation as a remedy against sweated goods.—*Reuter.*

PALESTINE FIGHTING.

HEAVY FRENCH CASUALTIES.

Jerusalem, Aug. 7.

It is learned that the French casualties in the recent engagement with the Druse rebels amounted to 200 killed and 600 wounded. The civilian traffic between Damascus and Semakh has been suspended.—*Reuter.*

Points for Lancashire.

Playing at Blackpool, Lancashire gained a first innings' win over Essex. Scores:—

Essex, 98 and 184 for seven wickets.
Lancashire, 203 for seven wickets (declared).

In Essex's first innings Sibbles took three wickets for 17 runs and Watson four for 26. Lancashire's highest scorer was Sharp who made 58, not out, while L. G. Eastman took four wickets for 45 runs.—*Reuter.*

POLICE RAID.

YAUMATI AREA SEARCHED.

Over 30 Arrests.

The locality enclosed by Pitt Street, Hamilton Street, Reclamation Street and Portland Street, Yaumati, was combed by the police this morning in a raid carried out with the assistance of the military.

A detachment from the 5/2nd Punjab threw a cordon round the area, whilst a house-to-house search was carried out by the police under the command of the Captain Superintendent of Police (Mr. P. P. J. Wodehouse, C.I.E.), the Assistant Director of Criminal Intelligence (Mr. L. H. V. Booth) and the Assistant Superintendent of Police for Kowloon (Mr. W. R. Scott).

About thirty persons were taken into custody and their cases are now being investigated.

THE STRIKE.

TO-DAY'S SHIPPING POSITION.

There is no change in the general strike situation to-day.

So far as shipping is concerned the s.s. *Chipsaling*, which was held up and in anchorage at Kowloon Day until just recently, left yesterday for Tientsin. Two British vessels arrived yesterday, and two departed, the total number of vessels in Harbour this morning being 84.

WELSH UNION.

ENTHUSIASTIC GATHERING.

London, August 7.

A meeting of overseas Welshmen at Pwllheli, in connection with the national Eisteddfod, gave a cordial reception to the suggested formation of a world union of Welsh societies.

Speakers from Burma and Calcutta participated in the debate. Archruid Elfed mentioned that a chair for the champion ode at next year's Eisteddfod in Swansea had been presented by the Welsh Society of Shanghai, two representatives of which had arrived at Pwllheli.—*Reuter.*

TERRITORY DISPUTE.

U.S. TO ARBITRATE.

Managua, August 7.

The Government of Honduras has agreed to withdraw its forces from the border territory which is disputed with Nicaragua, and to leave the settlement to arbitration by the United States' Government.—*Reuter's American Service.*

PARLIAMENT ADJOURNS.

London, August 7.

Both Houses of Parliament adjourned this evening, until November 16th.—*Reuter.*

H. M. the King has approved the appointment of the Hon. Dr. Joseph Bartlett Addison, M.B.E., to be an Official Member of the Legislative Council during the absence on leave of the Hon. Mr. E. D. C. Wolfe.

It is understood that Lieut. Faure, commanding H.M.S. *Robie* at Canton, has been relieved and will sail to-day by the s.s. *Kashgar* for Home. His splendid action in intervening when some defeated Yunnanese were being butchered in Canton, last June, will be recalled.

Bulls and Inners

□ □ From the Office Butts. □ □

We are authorised to contradict the rumour that the D.P.W., in intelligent anticipation of the next flood, has ordered a number of the new cork houses which will be anchored in the vicinity of Happy Valley.

It's a good thing for patients that hospital Sisters' hearts aren't so hard as their shoe-heels.

Now that Dr. Wan Man-kai has declared insanity to be infectious, members of the Board of Education can't be blamed if they absent themselves from future meetings.

Of course, one way of treating striking students would be to give them a nice tea-party, followed by a lichee-eating contest.

Amongst the strong measures advocated for dealing with striking students we don't notice any mention of the cane.

There's a difference between the figures of bathing costumes in the window and those in the briny.

We wish we could get the rascals to start an anti-British boycott.

Sunday in this Colony seems to be the day of unrest.

There is very little to mention about these bathing costumes.

When is red earth mortar? When it is inserted between stones in retaining walls.

Looks as if some of these birds are a bit arbitrary.

A correspondent of the *Post* describes Shanghai as the New York of China. We didn't know it was quite so bad as that.

A number of nations have agreed to outlaw gas in warfare. It only now remains for them to apply the same rule to street corners.

A Chinese astronomer has invented an instrument which is said to prove that the world is standing still. His own country, however, appears to be going round.

An American Senator says prohibition is now at the critical stage. Doesn't he mean hypochondria?

A bathing costume was formerly a concealment. Now it's an embellishment.

Pig-iron has reached the lowest level since 1922, but all the same, the price of bacon hasn't gone down.

Many of us are looking for the path of least persistence.

One pretty good reason why many men marry is some woman.

These are ticklish times in China, despite the fact that it's too hot to wear jaegers.

One thing about golf is that it develops the muscles of the jaw.

Don't look forward to winter. It may bring something worse than cross-words or mah jongg.

Blessed are the peace-makers, but cursed are the paco-makers.

French Communists are siding with the Riffs and British Communists with the Chinese, which illustrates the Communist teaching that the other fellow's country is always right and their own always wrong.

Household Hint: Flannel trousers may be washed in the bath, young men get engaged to a girl but the wearer should be removed they haven't enough money to before hanging them up to dry, marry her.

You can't keep a good thermometer down this weather.

A certain Repulse Bay bather now believes that a stitch in time saves swimming about until dark.

There is no truth in the rumour that the Government has decided to rename Ice House Street "Agglers' Alley."

So far none of the Residents' Associations has brought up the question of giving our Special Constables strike pay.

"Lolot Kills Noxious Insects," says an advertisement about a public fund to send a shipment to Canton?

Now that the Board of Education has secured a Medical Inspector of Schools, the Government may be said to be up to the minnet.

The worst of being a fine fellow is that you never know it until you resign.

There's no excuse for being run down these days, for, despite the strike, a local firm still undertakes the repair of watches.

Talking about local eclipses, you should see Ice House Street now.

The Racecourse Committee of the Doncaster Corporation has turned over £15,000 towards the reduction of rates. Unfortunately, because of the strike our own Jockey Club hasn't had any Extra Meetings lately.

Some of our bathing beach rocks should be fitted with shock absorbers.

Some real striking effects are to be seen at bathing picnics.

Canton has declared that blood is thicker than water, but has shown that heads are thicker than other.

China seems to offer a fine opportunity for British Labourites to test their theory that war can be talked to death.

Hongkong is discovering that idle rumours often work overtime.

If all the impracticable ideas conceived in Hongkong were placed end-on-end, it is calculated that the energy derived therefrom would be sufficient to work a donkey engine in a lunatic asylum for nearly half an hour.

"Editor Gives Away Money," says a newspaper heading. Must have been somebody else's.

A London news item says chemists have tried in vain to mix alcohol and gasoline. So have some of Hongkong's joy-riders.

A new Dutch Cabinet has been sworn in. This is better than being cursed out.

This search for lost civilisations may be all right, but it looks as if the world has already got more civilisation than it knows what to do with.

Lots of Hongkong folk will give a piece of their mind when they've really none to spare.

Love may laugh at locksmiths, but not at compadres' bills.

It's good to have a few enemies to ouss in an emergency.

Mac Whitter, he says one cure for insomnia is matrimony.

By the time some Hongkongers may be washed in the bath, young men get engaged to a girl but the wearer should be removed they haven't enough money to before hanging them up to dry, marry her.

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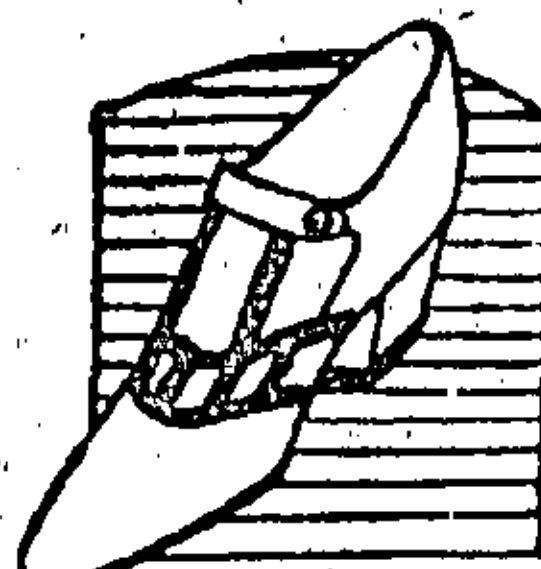
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"TAIT" or "COALBUNKER"
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Chief Manager.
Hongkong, 16th February 1925.

THE STINNES CONCERNS.

PLANS TO SELL FLEET.

Obligations Amount to 180 Million

Marks.

Berlin, August 7.

The reconstruction of the
Stinnes concern, the final aim of
which is to revert to the original
business of the late Hugo Stinnes,
namely coal trading at Muelheim
and working the Stinnes mines in
west Germany only, is slowly pro-
gressing owing to the allround fall
in stock exchange quotations on
mining and industrial shares, and
the difficulty of selling the Stinnes
shares on bloc to one holder to
avoid weakening the market by
throwing them on the stock ex-
change.

The Stinnes obligations are
now stated to total 180 millions
marks, of which forty millions have
already been paid off by the sales
of some of the Stinnes property.
It is calculated that there will still
be a surplus of assets over liabilities
if the entire Stinnes property be
regarded as an asset. Negotia-
tions are proceeding for the sale
of Hugo Stinnes Riebeck Mining
and O.I. Works. Prospects of dis-
posing of the Stinnes fleet of a
quarter of a million ton are ap-
parently very small. Plans are now
being discussing for the formation
of a new company to take over
the fleet at the price of 25 million
marks.—*Reuter.*

SYRIA FIGHTING.

A FRENCH REVERSE.

Jerusalem, August 8.—It is re-
ported from London that on the
occasion of the capture of Saida
the French captured several tanks
and machine guns and brought
down several aeroplanes. The
French have evacuated southern
Hauran.—*Reuter.*

Paris, August 8.—*Le Matin* un-
derstands that the Government
has received confirmation of the
capture of Saida.—*Reuter.*

NAVAL TOUR.

FAREWELL MESSAGES.

Melbourne, August 6.—Admiral
Coontz and Mr. Bruce exchanged
farewell messages on the eve of
the departure of the U. S. Fleet.
Admiral Coontz says the wel-
come exceeded the fondest anti-
cipations. "In all my experience I
have never seen such an out-
pouring of friendship and kind-
ness."

Mr. Bruce says "The visit has
forged a link which will never
break."—*Reuter.*

MOTOR ACCIDENT.

DUTCH EDITOR OUT OF

DANGER.

Davos, Aug. 7.—Dr. Rademaker,
the Editor of the Dutch newspaper
Faderland, who sustained a frac-
tured skull and other injuries as
the result of a motor car crashing
into the parapet of bridge, is now
out of danger. His companions in
the car, who were also injured, are
now recovering.—*Reuter.*

SOVIET COMMERCIAL

COMMISSIONERS.

THEIR VISIT TO JAPAN.

Tokyo, Aug. 6.—Japan has
notified Russia that the Soviet com-
mercial commissioners will be
admitted to Japan, but no diplo-
matic privileges will be accorded
them. The Foreign Office stated
that Baron Tanaka is at present
negotiating on the matter with
Moscow.—*Reuter.*

THE NANKING INCIDENT.

BRITISH NOTE HANDED IN.

Peking, Aug. 6.—Yesterday, Mr.
C. M. Palmer, C.M.G., British
Charge d'Affaires, handed a Note
to the Waichiaopu.

The Note recapitulated the
British official reports of the Nan-
king incident, on August 1, and
reserved the right to claim com-
pensation for the injury done to
Mr. Clarke, a British subject.—
Reuter.

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10 a.m. to 12 midnight

PUBLIC BAR

8 a.m. to 12 midnight

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9 a.m. to 11 p.m.

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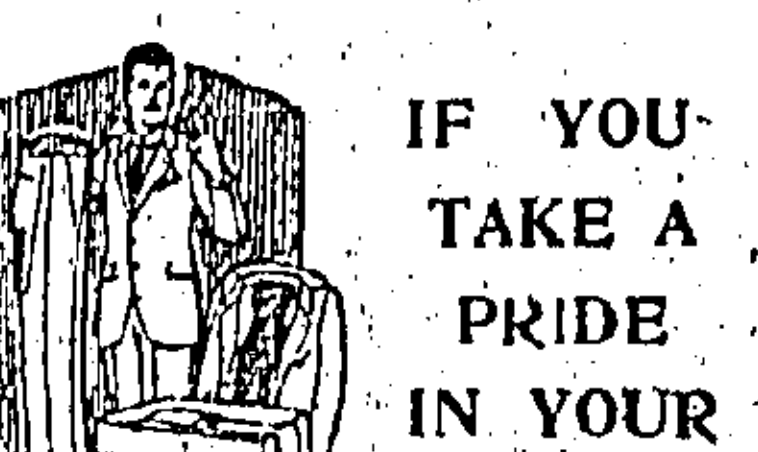
Under a smile women often-
times try to hide more pain and
suffering than any man could
bear patiently. If women would
only remember that their frequent
failures of health usually arise
from weak or impure blood their
lives could easily be made
smoother and they would longer
retain their natural charm.

When the blood fails, then be-
gin those dragging back-aches;
the headaches that make the
weight of one's hair almost un-
bearable; unrefreshing sleep that
causes dark rings under the eyes;
dizziness; fits of depression;
palpitation; hot flushes and in-
digestion. Then the cheeks grow
pale, the eyes dull, and the com-
plexion blemished. Much of

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for being due to watery impure
blood it can be remedied promptly.
Purify, enrich and revitalize your
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provement will be accomplished.
Thousands of women know that
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brightened their lives by creating
the new good blood of health and
thus setting up all the vital organs
into healthy, vigorous action. As
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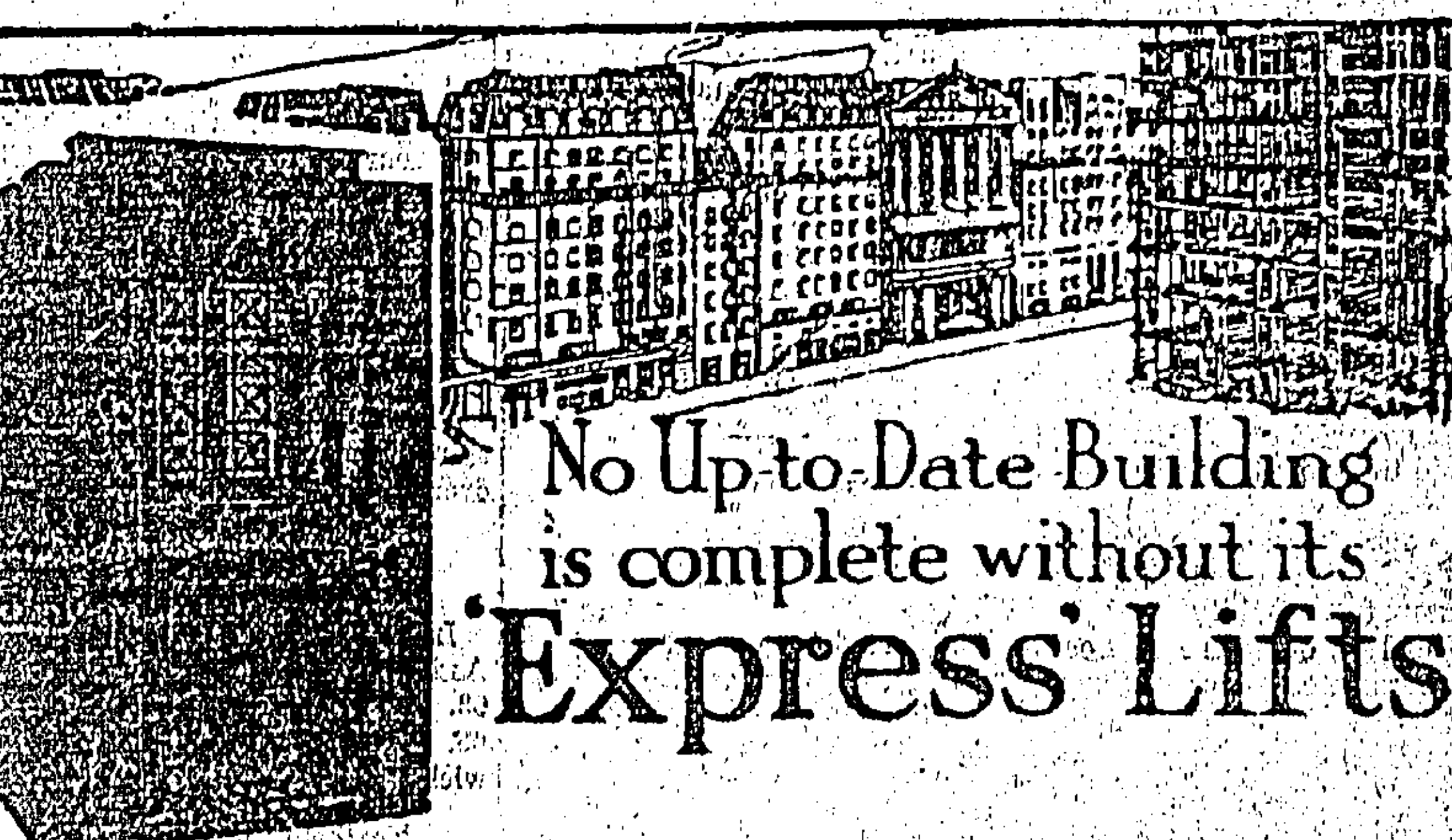
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Mr. N. AKAJI

Mrs. E. AKAJI

Graduate of Tokyo Massage School

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PHELON & MOORE, LIMITED.

(Signed) B. MARIANS,
Managing Director.

HUILE de LUXE (in 2 gal tins) \$6.00 per tin
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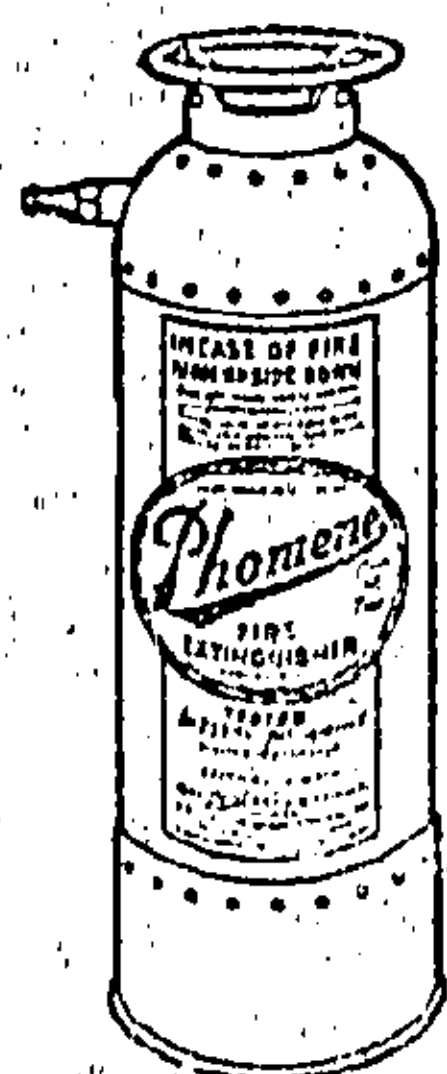
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The Telegraph.

SATURDAY, AUGUST 8, 1925.

DESERVED CENSURE

The only quarrel we have with the jury's verdict in the enquiry which was concluded on Thursday at the Magistracy into the death of a Chinese who was killed by the disastrous landslide at Happy Valley on June 15th is that those riders were not strongly enough warned. At the same time we do congratulate the Coroner (Mr. S. B. B. McElderry) and the Jury (Messrs. D. Templeton, C. J. Joseph and Mr. D. O. Russell) for bringing out, during the course of the enquiry and the summing up, the very serious state of slackness and "maskee" which existed during the work on the hillside preparatory to the fatal fall. The facts are well-known; how a retaining wall, erected to prevent "spoil" earth from sliding down the hillside, was converted into an impounding dam when the heavy rain fell and how it burst, releasing tons of water, earth and rocks which devastated that end of Happy Valley. What the public is most concerned with is the question of responsibility and it was to that point that the Coroner mostly addressed the enquiry. It was told in evidence that the drainage office at the P.W.D. is responsible for drainage works when new roads are made but that another office (the Building Authority) is responsible for drainage when building sites are being prepared, and it was confessed that the drainage office had nothing to do with the fact that a huge building site in course of preparation was improperly drained. One of the Colony's prominent architects confessed that when he visited the site and saw that the contractor was not using proper materials for the making of mortar, all that he did was to call the contractor's attention to it. That, he considered, ended his responsibility. An Engineer of the P.W.D. who said it was his duty to scrutinise the plans of the wall which collapsed, added that it was not within the scope of his department to consider the question of whether water would not enter the wall from above, whilst the Building Authority stated that he considered that the architects should remain responsible for proper drainage arrangements on a site in

course of construction. Throughout the whole enquiry there was a general denial of responsibility and an almost unanimous attitude on the part of witnesses corresponding to the Chinese excuse:—"No, b'long my pidgin." It was inevitable that the Coroner, in his summing up, should have something very serious to say about the want of co-ordination between the various departments of the P.W.D. and of the architect's view of his responsibility in the matter. On the question of the use of inferior mortar the Coroner also expressed his views, and the Jury proceeded to bring in riders to their verdict to the effect that the Ordinance relating to the construction of retaining walls needs amending, that there should be more co-ordination between the various officers of the P.W.D., that expert drainage engineers should pass all large development plans, that the architect in the case should be censured, that a P.W.D. overseer should be censured for failing to report inferior workmanship and that work on the wall should cease until the Director of Public Works is personally assured of its proper drainage and safety.

We should have liked to have seen some comment on the action of the contractor in using inferior materials and we should have also liked some stronger recommendation with regard to the re-organisation of our Public Works Department. In the immediate past we have had occasion to comment in strong terms on the lack of P.W.D. co-ordination because there have been serious happenings arising from that lack, and we do seriously suggest that the whole of the Department needs reorganising. We don't want any more Happy Valley or other similar disasters. We want the Colony's architects and contractors very thoroughly supervised in the interests of public safety, and we want some greater assurance than now exists that the work of developing this Colony is not necessarily to be attended by such serious fatalities as that which has just been enquired into.

More Canton Ravings.

Almost every day are the reading public in Canton, regaled by the agitators with fresh examples of the dead set which is made against all things foreign, and all the deeds, or absence of deeds, by foreign nations—except, of course, the dear Bolsheviks, or those unfortunate people who have lost extraliquor rights. There was a tendency up to recently for the officials at the Kwangtung Communist camp to angle for American sympathy, with the bait of flattery, and perhaps the wish was father to the thought that of all the Powers concerned the United States would be most likely to give separate treatment to present Chinese problems. But that hope has evidently passed. It has been shown that, whatever isolated utterances might be made, the American Government is at one with the other Powers in its viewpoint on conditions in China, and is unlikely to give away concessions without every assurance of their being merited. This has at length caused the Canton spokesmen to come out into the open with a declaration of the "iniquities" which they consider pertain to America's present attitude. It serves merely as a proof of the hypocrisy which animates the "Reds" of South China, and their chagrin at seeing one of their pet schemes gone astray—the dividing of the ranks of the foreign Governments concerned. Anybody who thought otherwise can now see that the

DAY BY DAY.

THE CHIEF PANG OF MOST TRIALS IS NOT SO MUCH THE ACTUAL SUFFERING ITSELF AS OUR OWN SPIRIT OF RESISTANCE TO IT.—Jean Nicholas Grou.

The rate of the dollar on demand to-day is 2s. 3.15/16d.

The s.s. Tunda is due here with the Australian mail on Monday.

H. E. the General Officer Commanding the Troops (Major-General C. C. Luard) paid an official visit yesterday to H.M.S. Cairo.

H. E. the Governor has appointed Major C. Willson, O.B.E., V.D., to act as Superintendent of Prisoners in addition to his other duties, during the absence on leave of Captain H. F. Bloxham.

It is stated that the Hongkong Philharmonic Society hope to produce Gilbert and Sullivan's opera "Iolanthe" in November. The music has arrived and rehearsals will begin shortly.

Messrs. Carroll Bros. are in receipt of a cable from Singapore, informing them that the price of rubber is now \$1.28 1/2 per lb. They also advise that the Bassett Rubber Co., Ltd. have declared a 5% Interim Dividend.

policy of the Kuomintang is out and out anti-foreign, or, more correctly, anti anything which represents organised authority. The flaring red dye, has thoroughly permeated this absorbent portion of Cantonese material.

Chinese Labour Conditions.

The correspondent who yesterday forwarded us a clipping from a home paper setting forth the main features of a pamphlet issued by the Stationery Office in regard to labour conditions in China must have been under the impression that the statements contained therein had reference to factories and establishments in foreign settlements, whereas in actual fact they applied to purely Chinese concerns in China itself. What is more, the facts put forward were vouched for by British officials, and hence there is good reason for believing that they represent a true reflection of actualities. Here in Hongkong—and the same applies to the International Settlement in Shanghai—we have no opportunity of seeing how the Chinese worker is treated in his native land, where it is, however, common knowledge that he is mercilessly exploited by the Chinese owners of industrial concerns. We see no reason, therefore, for doubting the statements that blacksmith apprentices are compelled to work, nineteen hours a day for seven days a week, nor that tin-workers put in from sixteen to eighteen hours. It is precisely because such conditions exist in China itself that the Labour leaders of the Treaty Ports, and foreign possessions in the East are guilty of the utmost hypocrisy when they seek to imply that the present upheaval has its origin in oppression of Chinese workers by foreign industrialists. Unhappily, these allegations are accepted and wholeheartedly believed by the labour leaders in England and America, as well as by other publicists who ought to know better. It cannot be too strongly emphasised that the labour conditions in foreign establishments employing Chinese workers in the East are a thousandfold better than in purely native factories and works, which suggests the point that the Chinese agitators would be far better employed in working for much-needed reforms in these latter establishments than in pretending that the real blame for the exploitation of the workers lies with foreigners.



My remarks last week on my unique collection of fishing trophies has prompted an ardent follow-up to write asking me what bait I am in the habit of using. Well, I dare say you will all think me a mug for parting with my secret, but I rather pride myself on being one of the most unselfish sportsmen that ever threw a cast and I am only too happy to yield my correspondent the information he desired.

For minnows I usually bait either with a March brown or a three cornered Cape of Good Hope blue. For tadpoles I employ live mackerel, occasionally varying with stale wedding cake crumbs made up into a paste with tar or Giant cement. For dead cats I strongly recommend baiting with dead mice or dead milk, while for kettles and saucepans I have found nothing better than a two horse-power electro-magnet.

I regret to read that a fellow townsman of mine has just been fined £2 for hitting another man's nose in a scuffle. I understand, however, that the nose has been merely bound over.



A sober young fellow named Spaight
Is in love with a maiden sad at night;
But they're awfully prim,
Both the maiden and him,
So they never converse tea-time
a-tea-time.

According to a tailoring expert a deep shade of brown is the fashionable colour for men this summer. I shall hope to attain it—weather permitting.

I have just been reading about a Household College where the daughters of wealthy men—dukes, company promoters, bricklayers, and the like—are taught, amongst other things laundry work and the cleaning of stoves and flues. This, I think, is an excellent idea. So many men who marry dukes' daughters are content to put the washing out and have a sweep in to attend to the flues, while the job of polishing the stoves is left to the weekly charwoman, who carries out her duties in a listless and perfunctory manner without knowing anything of the Higher Stove Polishing. But chiefly it is the laundry side of the matter which appeals to me. When I



marry the Lady Bernaline Hovis, youngest daughter of the Duke of Holmeida, I shall get her to reveal laundry mysteries to me; how weak women manage to wrench off firmly-sewn buttons from new vests; how the fringe is put on the cuffs of dress-shirts which have only been worn once; how button-holes are stretched from a quarter of an inch to a foot and a half; and how the insides of double collars are dressed so that a fellow can't knot his necktie without garrotting himself.

One other noteworthy point: when Lady Bernaline has brushed out the flues we shall be able to keep our own soot. Hitherto the sweep has always taken my soot away in a bag, with the consequence that when I want to

kill a slug in the garden I have to go and buy some back from him.

I see there was a decline in the number of cattle exported from the Argentine last year. One cannot honestly blame the cattle for this. They have probably got to learn in the course of years that their exodus all too frequently means Oxodus.

A prominent Conservative politician states that before making an important speech he always studies Cicero. In similar circumstances Liberal politicians, I suggest, should study the (Lloyd) Georgics.

For this week's experiment in poetry I have chosen Tennyson's "Sweet and Low", and with my customary pleasure and apologies now give my impression of how Sir Henry Newbolt would have written it.

Sweet an' low, the west wind,
Sweeps the western sea
("Baby, art tha sleepin' there below?")
A' the way from Trinidad in the Carribbee,
Past the Lizard up to Plymouth Hoe.

Come ya from the dyin' moon
an' come along to me!
O'er the rollin' waters will ye go—
Rollin', blowin', breathin'—
yo'll make the port this evenin',
While the blessed baby's snorin',
snorin', snorin', sweet and low.

Willie's in his cradle while his father's out at sea
(Baby, art tha sleepin' there below?),
Listenin' for the whistle that'll bring him home to tea,
And shakin' out the silvor sails to go.

Call him from your crib, kid,
call from mother's knee,
Then cuddle down and quick to by-bys go!

And the shinin' silver moon
will bring your Dadda soon,
But if he finds you wakin'—
well, look out, my son, what-oh!

A doctor asserts that night-mare is the explanation of the family ghost. And—may I add on my own responsibility?—trouser-stretchers are very probably the explanation of the skeleton in the cupboard.

I learn that a determined and concerted attempt is to be made by the scientists of several countries to exterminate the dreaded tea-tee fly from Africa. Plans are necessarily nebulous at the moment, but, if I may make a suggestion, why should not Africa hold a Fly Week? I have a strong feeling that if the whole of Africa were papered with fly-paper and saucers of arsenic put down at intervals of a few yards, it would be a very strong-minded tea-tee that could resist the lure. Further, if the African Government offered a shilling for the proboscis of every fly handed over the counter, I predict that in a very short time the tea-tee would only survive in cross-word puzzles.

SOCIETY GOSSIP.

The Hon. Mrs. Overrean has left town to take the salts at Epsom.

Lord and Lady Bilkowater are yachting on the Basingstoke Canal. They hope to sail straight through to Geneva.

Major Bloodstone-Gore, the big-game hunter, leaves next week for India, where he will undertake a Bombay duck-shooting expedition.

The Earl and Countess of Knur and Spell are entertaining a large house-party at Gruesome Grange, Yorkshire, for the annual County Show of pudding and relish.

On the occasion of her wedding, Lord Ronald-Ronald has presented his cousin, Lady Olara Olara, with a lily-white dog.

One of the signs of returning normality was the resumption two days ago of the early morning service by the "Star" Ferry Co., the first boat leaving at 5.30 a.m. This has been much appreciated by people sending dairy and market produce across the harbour.

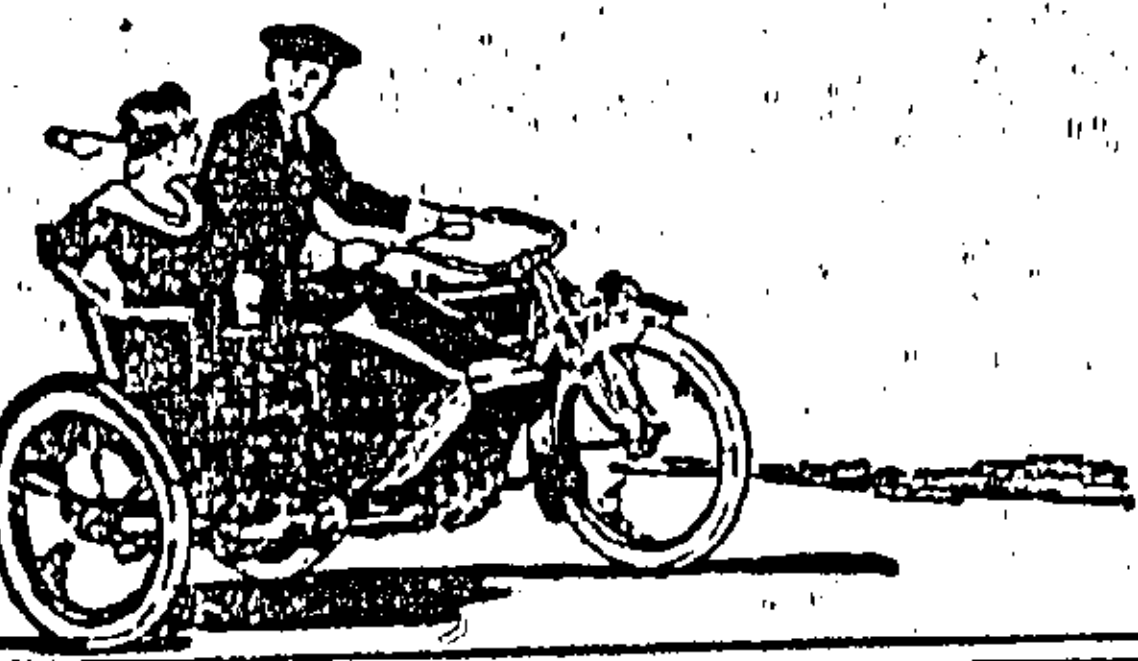
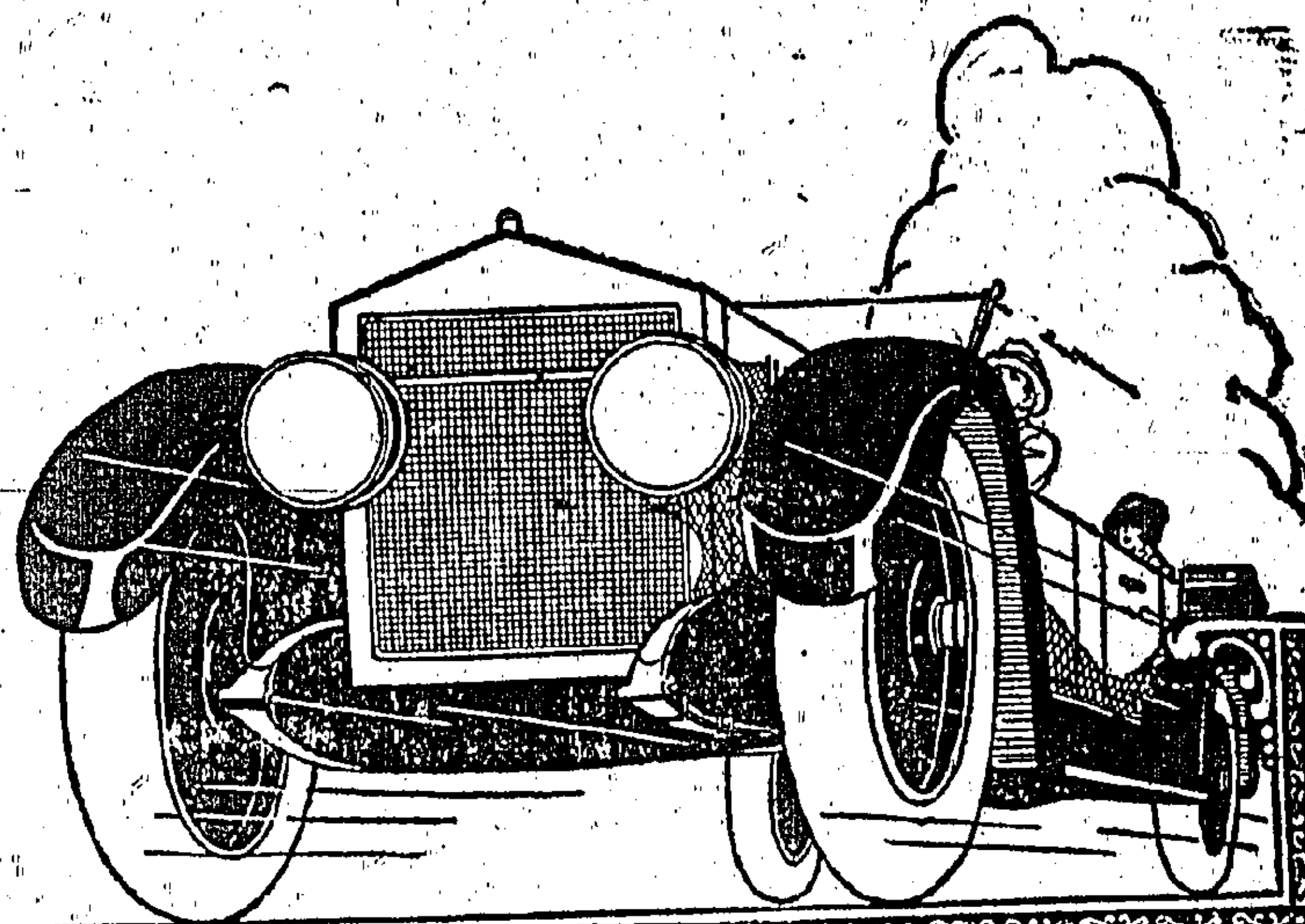
One of the pets on board H. M. S. Cairo, now in port, is a mouse-deer, which has learned to pace the deck like any of the crew taking a constitutional, wheeling by itself at each end of its restricted recreation space, without attempting to trespass in forbidden areas.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 8th. August, 1925.

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

Automobile Strike Service.

The events of the past few weeks have, of course, been responsible for the non-appearance of this supplement, but at the same time, the attempted dislocation of the Colony's normal routine has provided ample opportunity for the automobile to give convincing proof of its great utility as a factor in the maintenance of passenger and supply services. Without the motor car or bus, the stoppage of the tramway services would have proved far more inconvenient; as it was, the "foreigners" against whom the so-called "strike" was directed, found the emergency motor bus services quite an enjoyable and economical alternative means of transport. Without the motor car, it might have been a somewhat different story.

Garden Road, and Speed.

Possibly the strike has accounted for the slow progress in the work of widening Garden Road, but we hope that an effort will be made to speed up this much needed improvement. While this thoroughfare is under discussion, it is opportune to draw attention to some drivers who certainly exceed the limit of speed between the Murray Parade Ground and the Helena Miy Institute. Unquestionably, the road is particularly dangerous to pedestrians, especially from the Cathedral to the lower tram station, and it is really surprising that serious accidents have not been recorded. Judicious supervision occasionally, would probably result in a few of these "hogs" being brought to book. One prominent and highly respected resident had an alarmingly close shave of being knocked down one afternoon not so very long ago by a motor cycle which suddenly and almost noiselessly swung round the corner by Volunteer Headquarters.

Traffic Intelligence.

The incident in the last paragraph raises another issue. Why is it that traffic constables rarely seem to think it necessary to give any warning to pedestrians who may be on the road when a car is taking a corner? Take the case quoted above. The pedestrian concerned was in the act of crossing from the right hand side of Garden Road by the Volunteer Headquarters in order to proceed to the tram station. The constable on traffic duty suddenly gave the "road clear" sign to a vehicle approaching from the direction of the P.W.D. offices, and although it might be argued that the pedestrian should pay at-

tention to the same signal, in this instance it apparently was not noticed, with the result that by a stroke of luck only, a serious accident was narrowly avoided. It may be presumed in this case that the motor cyclist was right in taking it for granted that the constable's signal ensured a clear road around the corner, not only of other vehicles, but also of any person or object with which he might collide, and had an accident have occurred, nobody but the constable would have been to blame. Traffic police should be most emphatically instructed to pay attention to pedestrians who are compelled to use the roadway, as well as to drivers of vehicles, and in cases of dangerous speeding, they should compel offending drivers to stop.

Motor Bus Services.

It is somewhat difficult to understand the Government's cautious attitude in regard to the placing of motor buses on our thoroughfares. There are many districts which the tramway does not serve and never could serve, such as Caine Road and the thickly populated thoroughfares adjoining, and obviously, the only means of comfortable transport is the motor bus. There is no need to look for data regarding reliable or desirable types of vehicles, for there are plenty of examples of good machines on the road in the Colony already. The motor bus is undoubtedly the most modern and adaptable means of modern passenger conveyance, and every encouragement should be given to any responsible concern willing to cater for Hongkong's passenger transport. After all, we might as well be up-to-date.

The "Austin Sevens".

These sturdy little machines have certainly come to stay here. It is not so very long ago that Messrs. Alex. Rois were showing a demonstration model, and since that time nearly sixty have taken the road. Wherever they have been introduced the same success has been achieved and it is a tribute to the makers that such an excellent and happy little runabout can be placed on the market at such a reasonable price. Another shipment arrived this week.

Military Motor Cyclists.

The newly formed motor cycle section of the Hongkong Volunteer Defence Corps was not long in existence before an opportunity occurred for it to show its usefulness. When the serious side of work is over, what about a little play in the way of a motor cycle

gymkhana? Maybe, we shall have to wait for the next Volunteer sports meeting.

Government Vehicles.

The number of motor lorries in the Government service must be considerable, and we are glad to see essential services being modernised in this respect. The ancient and picturesque bullock-drawn, or to be more correct, buffalo-drawn waggon, is gradually giving way to more expeditious mode of conveyance, but it is occasionally noticed that the condition of some of the lorries is scarcely creditable. We cannot say what system of supervision is exercised, but it is up to somebody to see that proper care and attention is given to all such vehicles. Any concern which operates commercial or public vehicles at Home, usually employ a night staff whose duty it is to take over the machines at the end of the day's work, and properly clean, oil and prepare them for the next day. Such an arrangement is obviously necessary in the interests of economy and efficiency, and we should like to see signs of it being put into practice in Hongkong. However, we hear that the Government has recently appointed an expert automobile engineer to look after the whole of its motor vehicles.

Ferries.

The recent strike has again emphasised the lack of suitable vehicle ferries on the harbour. Time slips by, and still the Colony is without one of the most important means of communication between the island and the mainland. What a saving of time and labour it would bring about were it possible to drive a car or lorry direct on to a ferry for transportation across the harbour. When the Hongkong Hotel buses were employed in Kowloon, much valuable time was lost in getting them taken across, whereas it should have been possible to have them running on the other side within fifteen minutes or so from the time that it was decided to employ them. Surely this is a question calling for immediate action!

FEW TOURING CARS.

Three-fourths the production of a large automobile firm this year will include enclosed cars. The same company plans to enclose 85 per cent. of its junior models.

WHY THE SMALL CAR.

The small car has been made popular in Europe primarily because its maintenance is low and then because taxes on it are low. In addition it is best for city conditions, being faster, easier to operate and easier to park.

MY OLD BUS.

(BY "CYNICUS.")

At the present season when all the world is out on wheels, I frequently find myself hurtling through the atmosphere bound for a cooling dip after the heat of the day, or during week-ends, out for the day fully equipped with sandwiches, cold collation and formazone. It is at these moments that I appreciate what a blessing it is to own a car, no matter whether it be the laughing stock of the more fortunate ones who always manage to acquire a "this year's model."

Strange to say, I never took up driving myself. Some of my friends swear that driving is more than half the pleasure, but, for myself, I prefer to allow somebody else to dodge the chickens and pedestrians while I sit back and enjoy the charming moods of mother nature. Anyhow, I always manage to retain the services of a more or less efficient chauffeur, so why worry? Possibly if I owned a really posh car, I might adopt a kindlier attitude towards it, but seeing that my bus has long since lost its polish and appearance—almost beyond the allotted spanner in fact—I'm only interested in "getting there"—and the sooner the better.

The one great benefit about a really shabby looking bus is that one's friends do not make themselves particularly affable in the hope of getting a free "joy ride." As a matter of fact, free "joy rides" in friends' cars only bore me stiff, because one has to be such a prevaricator in praising their bus and the manner in which it is manipulated. And then there is the expense connected with a decent car. What care, I, if, when I am not using my machine, it reposes out in the rain on the Praya? Even if my driver cares to take out the whole bunch of his wife's relations and drive them round and round the Colony until they are blue in the face, I don't object. Even if he takes an occasional splash in the harbour, car and all, it saves washing, and won't make a bit of difference when I next require it. Sometimes I do give a pal a lift, but it is always understood that he shares the running cost, because, even with my bus, it cannot be said that it runs for nothing. Not a very big item I'll agree, just a little matter of the meter—forty cents per mile.

CONSIDER THE OTHER
FELLOW'S SAFETY
AND YOURS WILL
FOLLOW

PACKARDS IN ENGLAND.

AROUSE MOST FAVOURABLE COMMENT.

Packard Six and Eight cars, now equipped with Chassis lubrication systems and motor oil rectifiers, have drawn much favourable comment from English motor experts.

It is a custom in London for motor car exports of the newspapers to test new cars as they are introduced to the public and give their impressions in their papers. The new Packards have just made their appearance in England and have been undergoing the customary newspaper tests.

To those who appreciate what a messy and awkward job the lubrication of a chassis is, wrote H. Masao Buist in the *London Morning Post*, "the mere fact that you can oil this eight-cylinder-in-line engined Packard car while you are actually driving perhaps suggests even a truer notion of the luxurious nature of the motoring offered by this new type than does the mere mention of the number of the cylinders employed."

Commenting further on one of the new Eights Mr. Buist wrote: "The impression given me by its performance is that this is the finest chassis yet issued by the Packard factory, and to express higher praise of a Trans-Atlantic motor car is scarcely possible. Undoubtedly, for luxurious motoring, the eight-cylinder-in-line engine is a type which will be much more in evidence during the next few years."

The Dragon Motor Car Company, Ltd. have been appointed agents for Hongkong for the Packard cars, and the first shipment recently arrived by the s.s. President Garfield.

"TIN LIZZIE."



This is not Henry Ford. It is Warren J. Hinkley, state senator of Genesee county, Michigan, who, because of his likeness for Ford has been nick-named "Tin Lizzie" by his fellow-legislators.



Their rugged endurance and exceptional power fit them for the hardest service.

THE DRAGON MOTOR CAR CO., LTD.

13, Woog Chung Road, Happy Valley.

Columbia
Storage Batteries



Mobiloil

Make the chart your guide

The price we ask for Gargoyle Mobiloil is not an arbitrary charge for something that costs nothing extra to create but, on the contrary, it is a charge to cover the added cost of making the lubricant good enough to deliver the type of service which will live up to the buyer's highest expectations.

Poor quality lubricating oil may be purchased at the same price charged for Gargoyle Mobiloil. The use of the word CHEAP frequently implies CHEAP IN PRICE TO BUY. Inasmuch as we have often referred to CHEAP oil meaning CHEAP IN TERMS OF QUALITY—we mean that sometimes oils heretofore sold at cheaper prices than we charge for the various grades of Gargoyle Mobiloil are not retailed at the same prices; thus making it difficult for motorists to discriminate.

Cheapness in quality penalizes not only one's satisfaction, but from an investment standpoint of view, it is extremely expensive; for, as a rule, the requirement for replacement of worn out bearings and other expensive metal is much more frequent than is the case with a QUALITY product. The very purpose of QUALITY is to give the utmost service, delivered in a manner that makes it a pleasure to use QUALITY and enable this type of service to continue over the longest possible period.

That is why Gargoyle Mobiloil gives one sweet memories of the day of purchase; why it brings customers back for more; why it makes loyal friends and boosters; why it enables the Vacuum Oil Company to build up a reputation that is recognised and accepted by people as standing for the best to be had.

Make our Recommendation Chart your Guide when purchasing your next supply of lubrication oil.

VACUUM OIL CO.
HONGKONG.

Motor Cyclists of the Hongkong Volunteer Defence Corps.



The above photo recently taken at Volunteer Headquarters at a parade of the Armoured Car Company, shows a number of motorcyclist members who have carried out various patrol duties during recent events.—(Photo by Ming Yuen.)

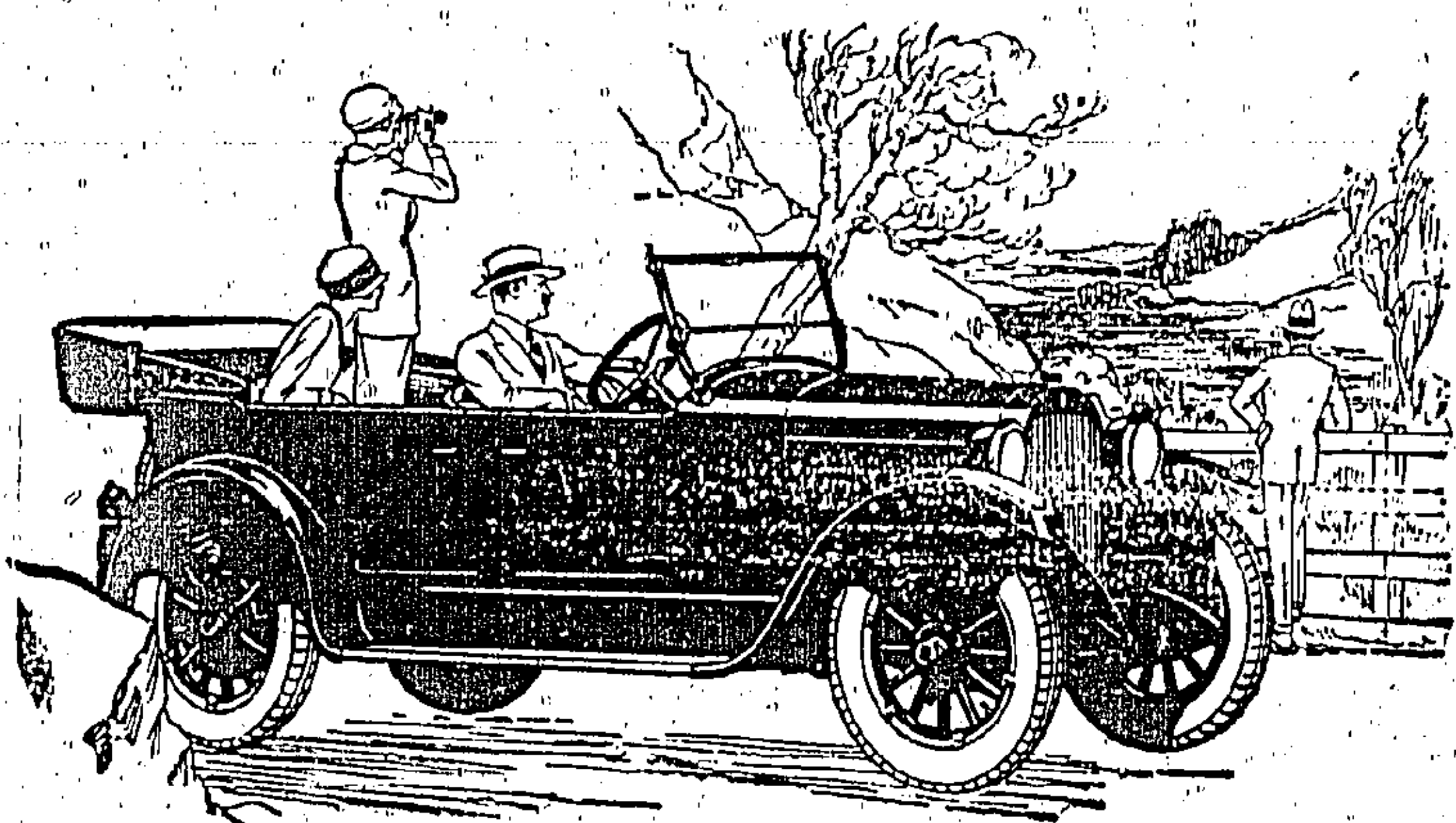
DODGE BROTHERS TOURING CAR

When good weather invites you into the country, you will appreciate more than ever the advantages of Dodge Brothers Touring Car. Open to fresh air and sunlight the Touring car is healthful and delightful to drive.

Moreover, it is common knowledge everywhere that Dodge Brothers product is dependable. One eighth of the total weight of the car consists of chrome vanadium steel the toughest and most enduring steel that can be used in motor car construction. This is exceptional. It goes far to explain why Dodge Brothers Touring Car stands up so many years under the hardest usage.

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road Happy Valley



Effective immediately, we announce the following VERY SUBSTANTIAL REDUCTIONS in our delivered prices of HUDSON and ESSEX Motor Cars:

SIX CYLINDER ESSEX REDUCTIONS.

5-passenger Touring	\$100.00
5-passenger Coach	\$150.00

HUDSON SUPER-SIX REDUCTIONS.

5-passenger Coach	\$250.00
7-passenger Sedan	\$250.00
7-passenger Touring	\$500.00

The old and the new delivered prices of the various HUDSON and ESSEX models are as follows, all prices being in Hongkong currency:

SIX CYLINDER ESSEX: Old Price: New Price:

5-passenger Touring	\$2,500	\$2,400
5-passenger Coach	\$2,650	\$2,500

HUDSON SUPER SIX: Old Price: New Price:

7-passenger Touring	\$4,000	\$3,500
5-passenger Coach	\$4,000	\$3,750
Brougham (New Model)		\$4,350
7-passenger Sedan	\$5,000	\$4,750

In the month of April, Hudson-Essex manufactured and shipped more six-cylinder automobiles than any manufacturer ever made before in a month's time.

THE DRAGON MOTOR CAR CO.,
LIMITED.
33 WONG NEI CHUNG ROAD HAPPY VALLEY

THE CONQUEST OF THE AIR.

A MONTHLY RECORD OF PROGRESS.

(Special to the Hongkong Telegraph.)

COSTS OF AERIAL TRAVEL.

Quite one of the most interesting of the series of very interesting and valuable papers on matters of imperial importance read before the Royal Colonial Institute was that recently read by Air-Marshal Sir Sefton Brancker on the subject of Imperial air routes to India and Australia. After pointing out that, as the power of aircraft develops, every one of the Overseas Dominions will become vulnerable to air attack, he showed how, on the other hand, it is possible for the British to get better value and greater results from aerial developments than any other nation, owing to its area and the great distances to be covered. Dealing with the utility of aerial travel, he gave details of his recent journey to Rangoon, undertaken mainly for the purpose of dealing with the prospective establishment of various aeroplane services. In three active months 18,000 miles were covered without a single forced landing through material defect. The whole cost worked out at about £1,800 including insurance of the machine and pay and subsistence of the crew. Costs of aerial travel are being rapidly diminished. Five years ago 10/- a ton-mile was regarded as good. Nowadays about 4/6d. a ton-mile is an adequate figure and within a few years it is expected that its cost will be got down to 2/6d. per ton-mile.

A REMARKABLE RECORD.

It is an extraordinary fact that while there has been so much progress since the War in the detail design of aircraft there has been no machine yet produced that as a general all-round machine can surpass the performance of the de Havilland 9a. This machine was produced in about 1917 as a daylight bomber, with sufficient speed and manoeuvrability to be able to protect itself. New machines built to this specification are constantly being produced and yet, in spite of this, the D. H. 9a stands supreme among British aircraft. That is to say, it stands supreme among aircraft of the world, French, Dutch, German and American included. The D. H. 9a was designed by Captain Geoffrey de Havilland and was originally built by the Aircraft Manufacturing Co. After the War the de Havilland Aircraft Co., Ltd., took over the rights of all the D. H. machines and a number of D. H. 9a's have since been sold by the de Havilland Aircraft Co., and by the Aircraft Disposal Company.

ORIGINAL DESIGNS.

The Aircraft Disposal Co., Ltd., which, since the end of the War, have had the handling of all the war-time stock of British aircraft, are now getting towards the end of their supply of old aeroplanes. Therefore, it will not be very long before the word "Disposal" will disappear from their title. In future, I am told, they are to be known as A.D.C. Aircraft, Ltd. Already they have produced two new types of engines, and one of these, the 60 h.p. Cirrus, is being put into fairly heavy production. At their works at Croydon Aerodrome they are now installing the latest and most up-to-date plant for the manufacture of aircraft and engines in quantity. They have got together an exceedingly competent designing staff and at the head of the Drawing Office is Mr. John Kenworthy, who was at one time the designer for Austins and was, in fact, the first person to turn out what is now known as a light aeroplane. Mr. Kenworthy has recently produced some very interesting designs full of original features and much more of them is likely to be seen in the future. On the engine side, A.D.C. Aircraft Ltd., will retain the services of Major Halford who was one of the designers of the original B.H.P. engine which later became the Siddeley Puma and which is now one of the most reliable engines in the world. Major Halford has recently produced the 120 h.p. Aldisco engine and the 60 h.p. Cirrus engine and is also working on other very interesting designs.

FACING A GALE.

A noteworthy flight was made on June 18th from Malmö in Sweden to Felixstowe on a Swedish seaplane with a Rolls-Royce "Eagle IX" engine. The machine was piloted by M. Florin,

one of the famous Swedish pilots, and carried as a passenger Admiral Lindberg of the Royal Swedish Navy. The machine left Malmö at 11.00 in pouring rain and a howling gale and it arrived at the Felixstowe Air Station at 4.0 p.m. Admiral Lindberg is 65 years of age and he thoroughly enjoyed the long journey of 600 miles. He came over on a tour of British aircraft centres and he spoke with great confidence of the behaviour of the British Rolls-Royce engine over the long stages of sea.

THE VALUE OF RACING.

The effect of racing aircraft on military aircraft design is shown in the latest example of the Gloucestershire Aircraft Co., Ltd., in their machine, the Gawcock. This is a fast single-seater driven by a Napier "Lion" engine of 450 h.p. and is based on the famous series of Napier-Gloster racers which have won all the big speed races in England for the last five years. For a long time people have been wondering what the Gloucestershire Company could hope to get by building such machines as the Gloster I, II and III. Now, however, the result is obvious. The Gawcock, which in many features resembles the Bamel, is a single-seater fighter with a very high top speed. It is said not to be far short of 200 m.p.h. with full military load and its climb to 20,000 feet is amazing. It is to be used for Home Defence of London so that when enemy aircraft approach at a high altitude a squadron of these machines will be able to go straight up to a still higher altitude and engage them with very little waste of time.

IMPROVEMENT IN NAVAL AIRCRAFT.

Some interesting test work has been undertaken by A. V. Roe & Co., Ltd., in Southampton Water with a new kind of Napier-engine single central float amphibious biplane known as the Bison Mark III. It is designed as a Fleet spotter for getting off the decks of ships and aircraft carriers, but it was not expected when the Fleet was in action to slight again on the deck. The most that was expected of it was that the machine would flop into the sea with flotation bags and then the pilot would be rescued. In the latest design it is fitted with wheels and a float so that it can take off the deck of the ship on its wheels, and having completed its task and having exhausted its petrol it can alight on the sea and in due course, when the Mother ship is less active in defending itself against the enemy, it can pick up the machine as good as new and use it again. This obviously is a much more sensible policy than that of using the machine once and then allowing it to be sunk.

FOOT POWER.

It's nice to go riding in automobiles. It's lovely to journey on four rubber wheels. No matter what type of an auto man owns, he just likes to ride because it's resting his bones. The whistle of trains sends a man on a race to hop right aboard and go speeding through space. There's always a lure you're unable to kill. You know, as you ride, that you move, though you're still.

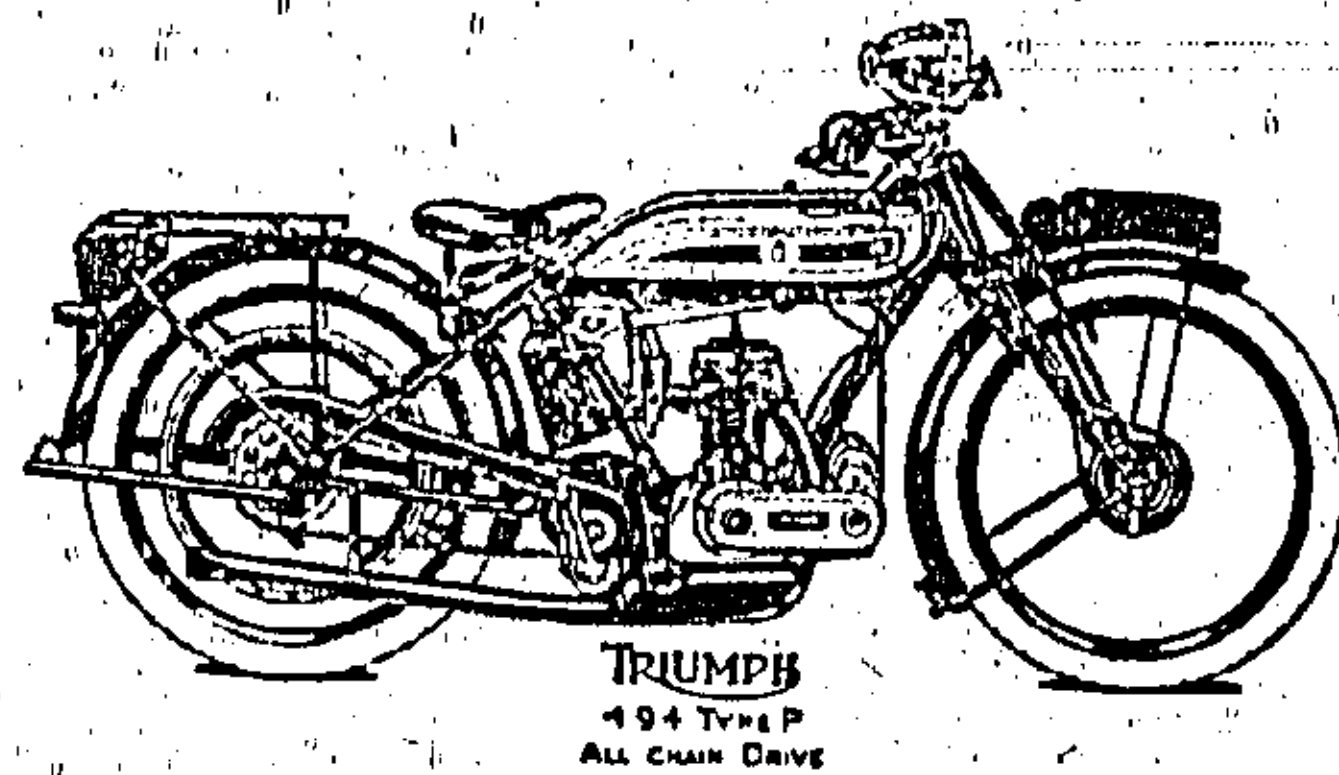
Why is it we all, when we're going to lunch, will often encourage that lazy-like hunch to hand out our fare so's to ride on a car, when, frankly, we know just how foolish we are?

It seems we've forgotten our legs and our feet. They're robbed of their chance when we purchase a seat. Where, formerly, all sort of hiking was tried, today it's too easy for people to ride.

We talk about health, but we don't do our bit. The exercise thought makes us all throw a fit. Let's steady to the health gag, but cut out the talk. The best aid to health is to get out and walk.

TRIUMPH

MODEL P. 4. 94. H.P.



THE MOST REMARKABLE VALUE EVER OFFERED.

With three speed gear, all chain drive.

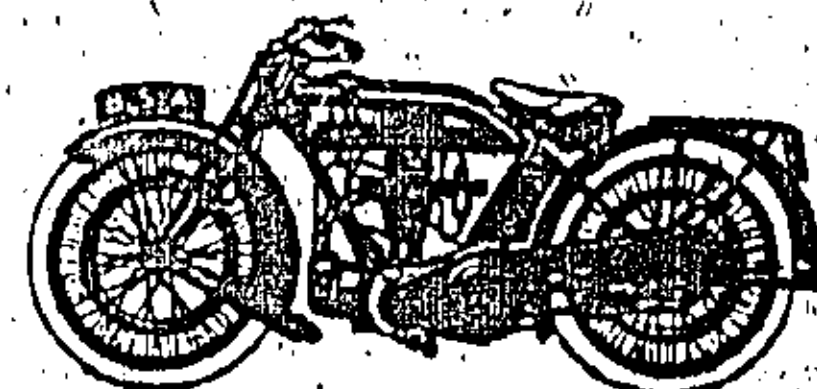
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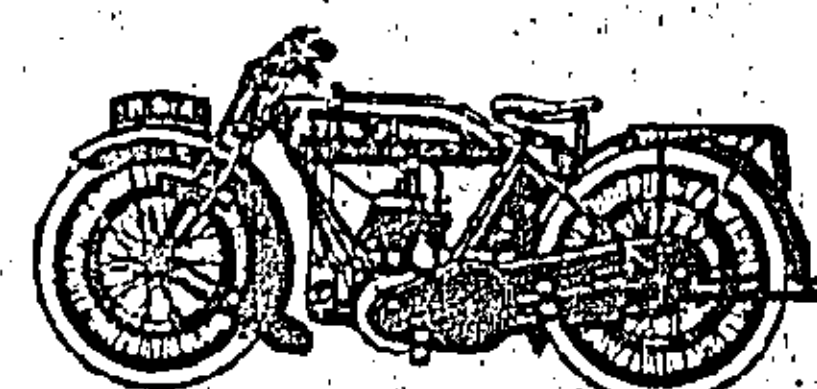
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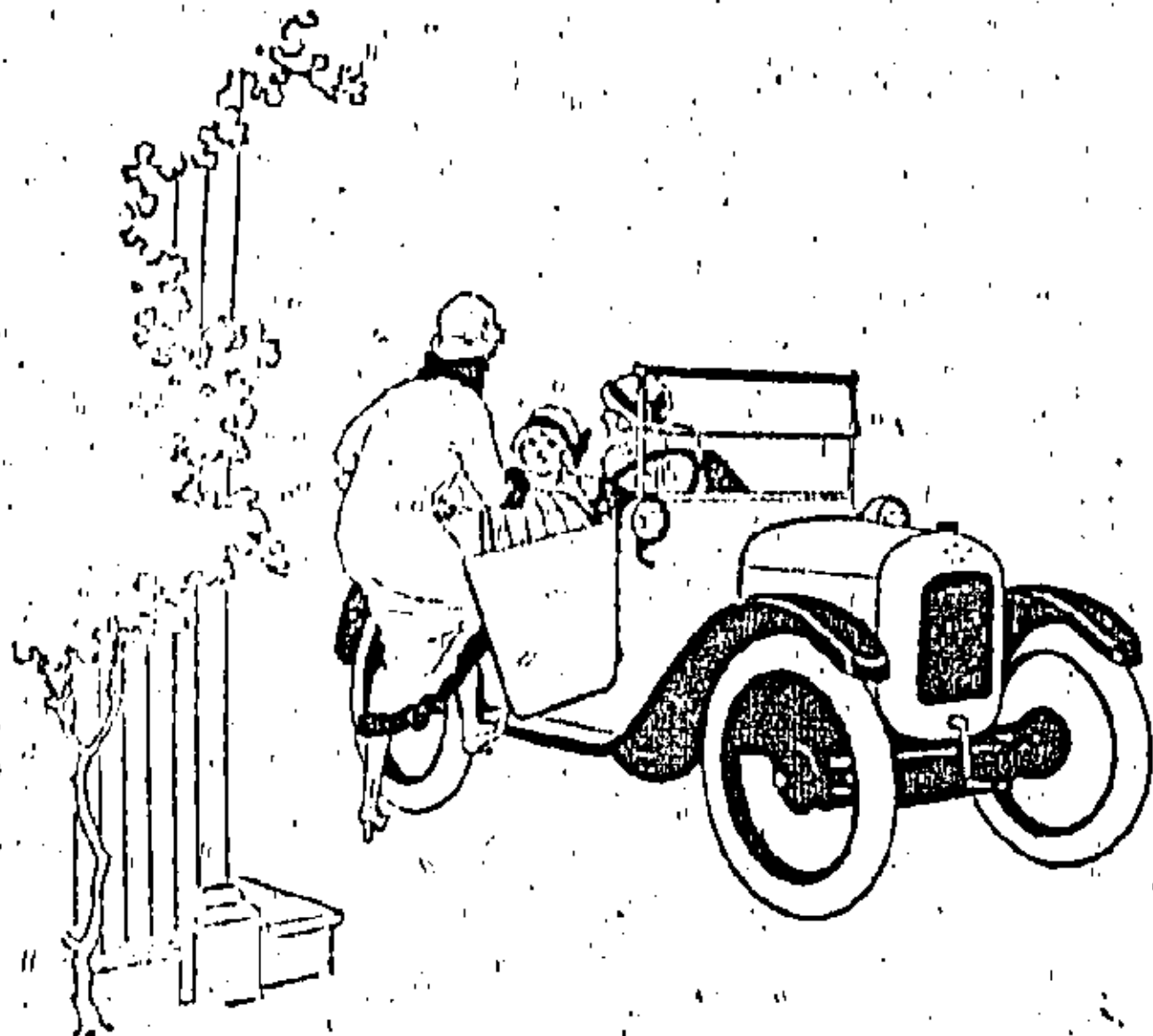


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"AUSTIN SEVEN" THE EMERGENCY CAR



There are many occasions when a big car is quite unnecessary, but where a small car can be made good use of for shopping, fetching some small items home from the market, business purposes, etc.

Behind the main seats of the "Austin Seven" there is ample space, and running cost is only a matter of a few cents.

Delivery from stock.

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The proprietors of SHELL MOTOR SPIRIT have pleasure in introducing SHELL MOTOR LUBRICATING OILS. SHELL has always meant the highest quality motor spirit—to-day it means more—it means the highest grade of motor lubricating oil.

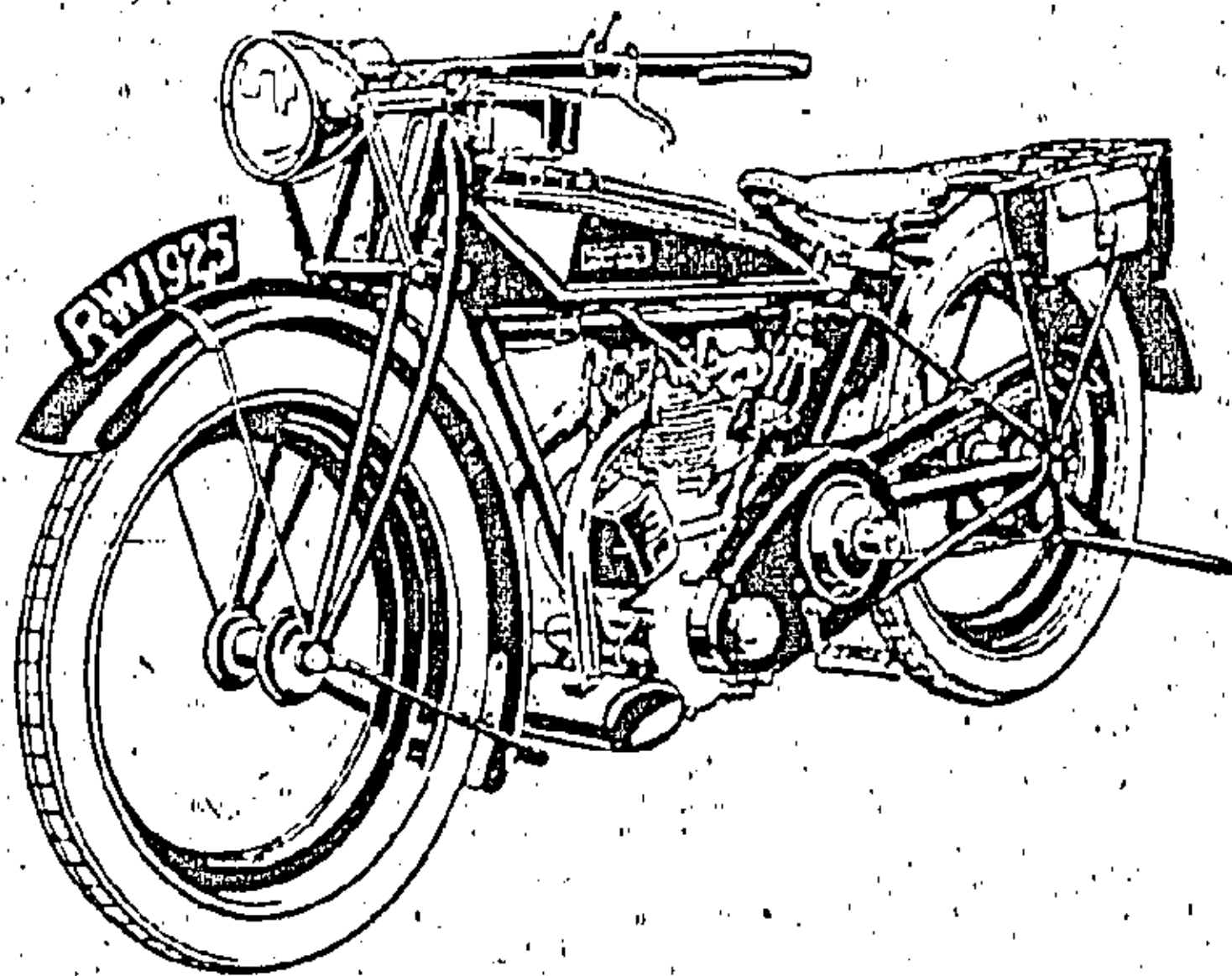
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NOW ON SALE

At all Garages and Dealers.

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(Incorporated in England)



RUDGE WHITWORTH
Four Valve Four Speed

The World's Record Breaking Motorcycle
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Quality Value—Price.

3.46 h.p. model—Electrically Equipped
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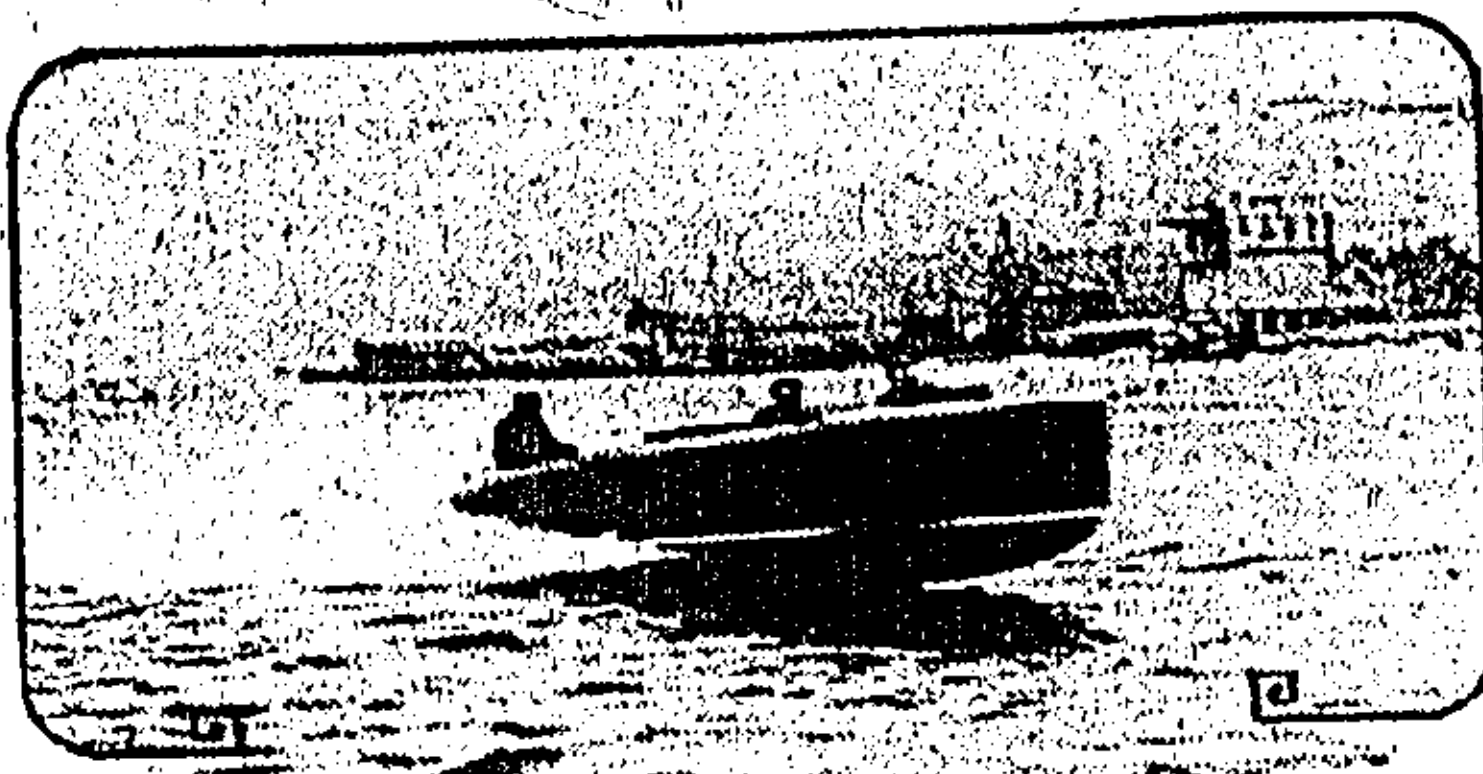
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Phone C.2173.

RACING BOAT BEATS EXPRESS TRAIN.



Running half out of water, the Teasar, owned by R. F. Hoyt of New York, beat the Twentieth Century's time New York to Albany by 20 minutes, making the distance in 2 hours 40 minutes, an average speed of 57.9 an hour.

CHEAPER MOTOR CARS.

SUBSTANTIAL REDUCTIONS ANNOUNCED ON ESSEX AND HUDSON MODELS.

During a recent chat with Mr. M. B. King, of the Dragon Motor Car Co., Ltd., a representative of the *Telegraph* was informed that substantial reductions have been made in the prices of all Essex and Hudson models, and furthermore, that these reductions, which amount to no less than \$500.00 on some models, are immediately effective. Such drastic cuts in the prices of machines which are already generally acknowledged to represent outstanding values in motordom, call for some explanation, but this is easily forthcoming when the great increase in production is taken into account. The greater the sale, the lower the costs of production, and it is recorded that the universal demand for Essex and Hudson cars has established a record in factory turnover. During the month of April, Hudson-Essex manufactured and shipped abroad more six-cylinder automobiles than any manufacturer ever made in a month's time. The month of May saw an even greater number of cars manufactured and sold, and the factory had to admit a difficulty in supplying such an unprecedented demand.

Such a sign is indeed healthy, and speaks well for the quality of the product concerned. Here in Hongkong, both the Hudson and Essex have proved their worth, and we imagine that many of the new models will be seen on the road as a result of the factory's policy of keeping prices to the lowest possible level.

SOME MASCOT.



When you feel that there's something wrong
With stomach and your
liver.
Just go outside and try
this stunt.
Upon your faithful liver.

Cars equipped with an automatic control device, newly marketed, are safe against stalling, avers the inventor. The device starts the self-starter merely by turning the ignition key, eliminating use of the foot starter.

IN DEFENCE OF THE POLICE.

DRIVERS WHO REALLY "ASK FOR TROUBLE."

By Captain E. de Normanville
in the *Daily Chronicle*.

The normal crop of motoring complaints about police traps has shown signs of increase during the last week or ten days. In some of these cases one's sympathy is with the motorist, who gets penalised for a purely technical offence.

Yet I am tempted to wonder whether all the fault is on the side of the police in all the cases. There are some reprehensible cases where neither common sense nor latitude is allowed. But I notice that some of these readers' complaints refer to areas where the police officials do use common sense, and, under official intimation, allow a very reasonable measure of latitude.

It is in regard to these that I am left wondering whether the complaining reader is always entitled to all the sympathy demanded! Those of us who are constantly motoring frequently see drivers "asking for trouble" in some of these areas.

REASONABLE LATITUDE.

We may take the metropolitan area as an example. If one is unbiased it must be admitted that generally speaking the police traps are run with due regard for reasonable latitude, so far as the mere question of speed is concerned.

There are many places for example, where—for speed alone—a car is not stopped unless the speed is in excess of 30 m.p.h. That obtains in some of the parks, and personally (although knowing the trap is there) I have always driven through at a quiet 25 or 26 m.p.h. and never been molested.

But when driving like that one is sometimes passed by a driver in a hurry who is doing a cool 35 m.p.h. and even more. Such a person is "asking for trouble," and the speedy passing of other cars makes the offence more obvious.

Consequently it is not quite fair in such a case to complain about being summoned for the "technical offence" of exceeding the speed limit. In such areas and in places like Guildford, Kingston, and Sutton a driver should always adhere reasonably, if not absolutely to the technical ruling.

My own experience and that of many other drivers is to the effect that such reasonable driving does not involve trouble in police traps.

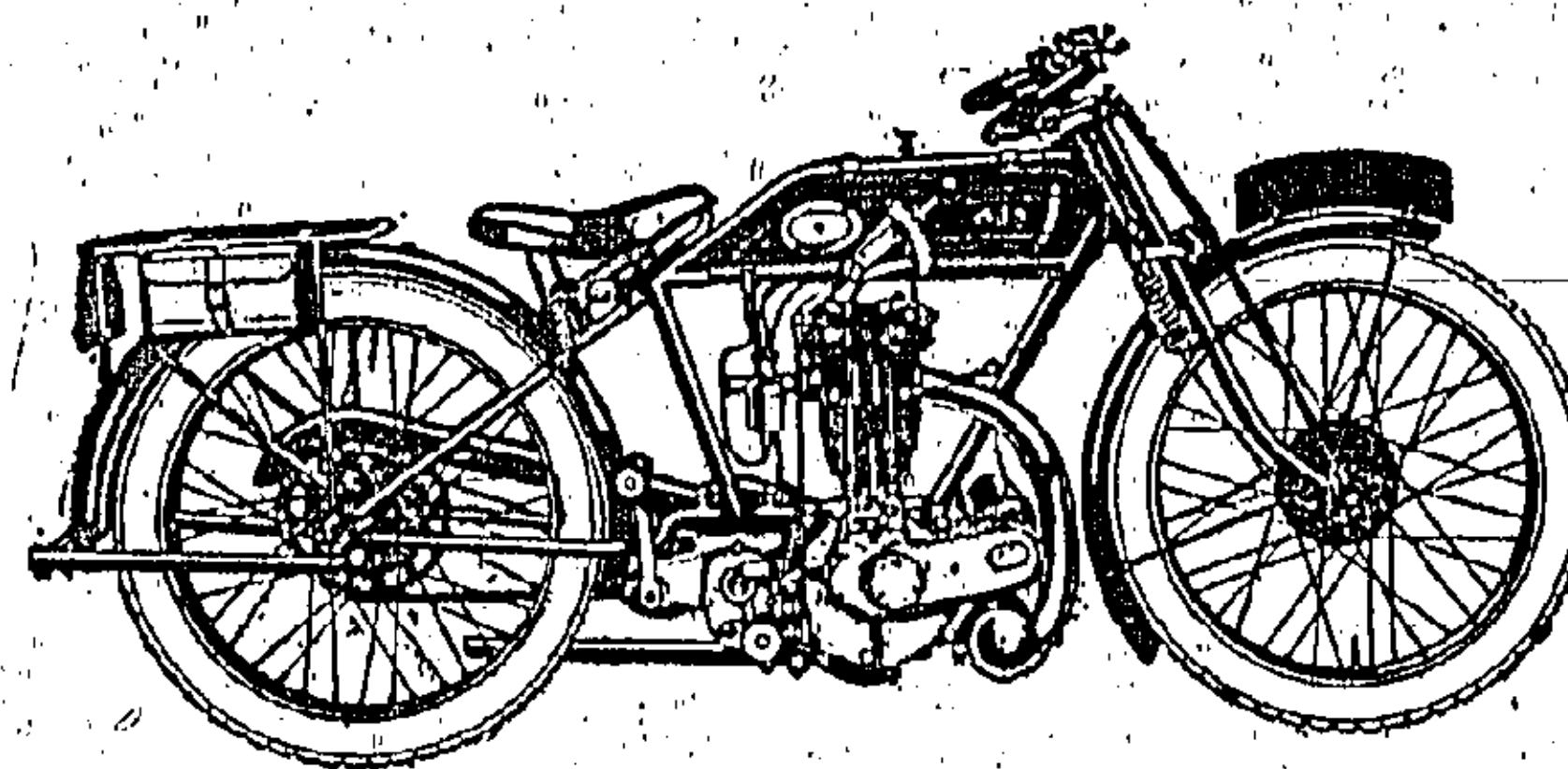
The idea that motorists are hauled up solely because the speed was 22 m.p.h. instead of a permissible 20 m.p.h. is discounted nowadays by the vast bulk of officialdom.

Men drivers were involved in 20 times more accidents than were women. Men pedestrians killed numbered three times women, and the number of men pedestrians injured was twice the number of women, according to the National Safety Council.

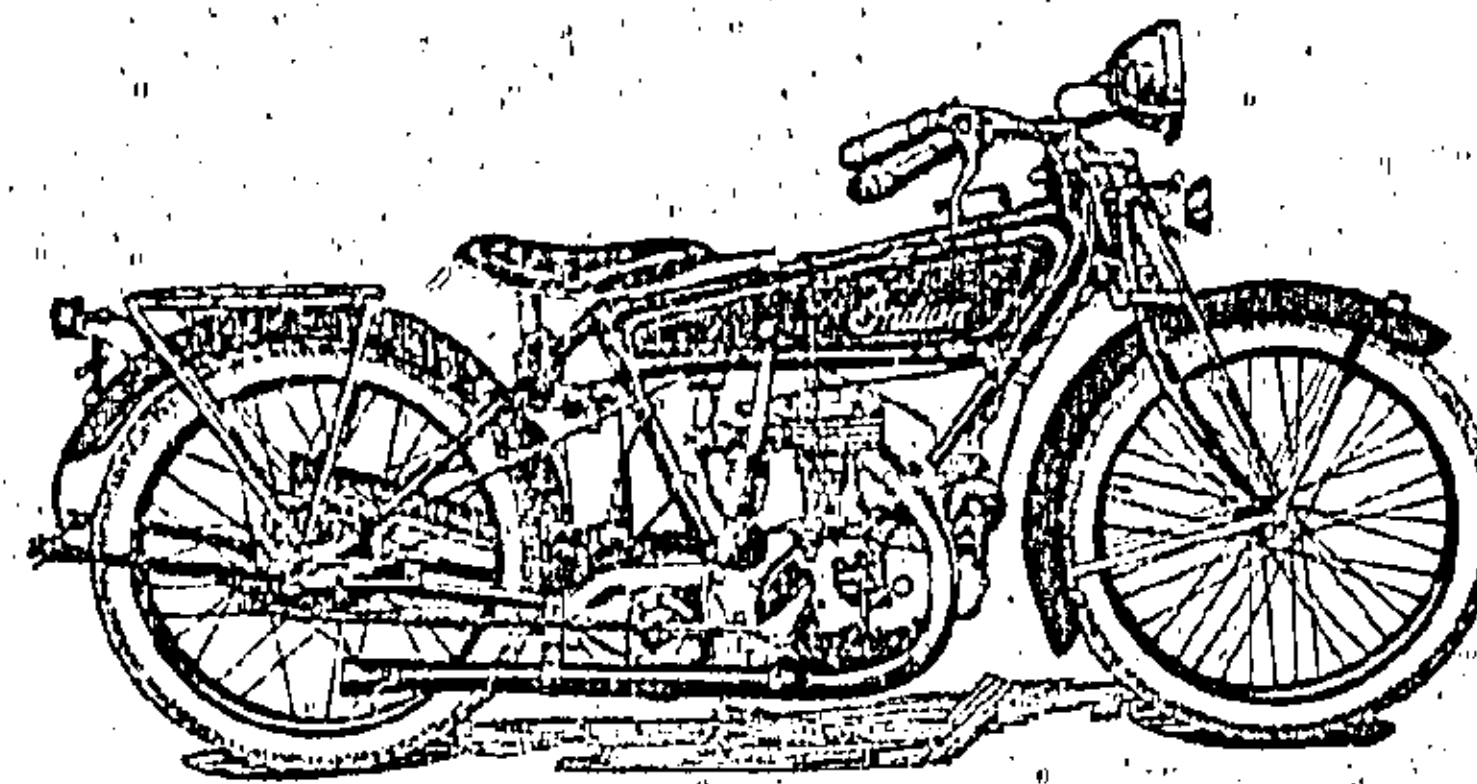
The automobile accident death rate increased considerably during May, according to the reports of 84 American cities to the National Safety Council. There were 439 persons killed in automobile accidents during the month.

The Michigan state highway department operates two ferry boats, which run between Mackinaw City in the lower peninsula and St. Ignace in the upper peninsula. The ferries may transport this season at least 50,000 cars.

LEARN TO RIDE. IN FIVE MINUTES



These amazing personal motor cycles—the INDIAN PRINCE and the E.4. A.J.S. are easier to handle than a bicycle, having twist grip and had clutch control. 100 miles to the gallon. Operate at less than 1 cent per mile. Half the weight of the ordinary motor cycle, they are safe, clean and perfectly balanced.

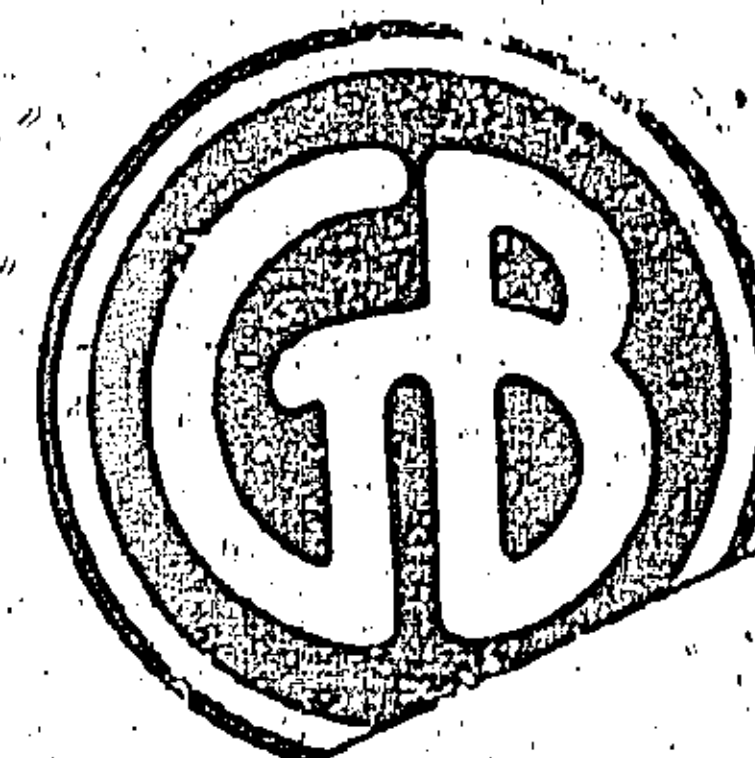


You will like either of them from the start. They cost less than any other high grade machines. Just enquire how easy it is to buy one.

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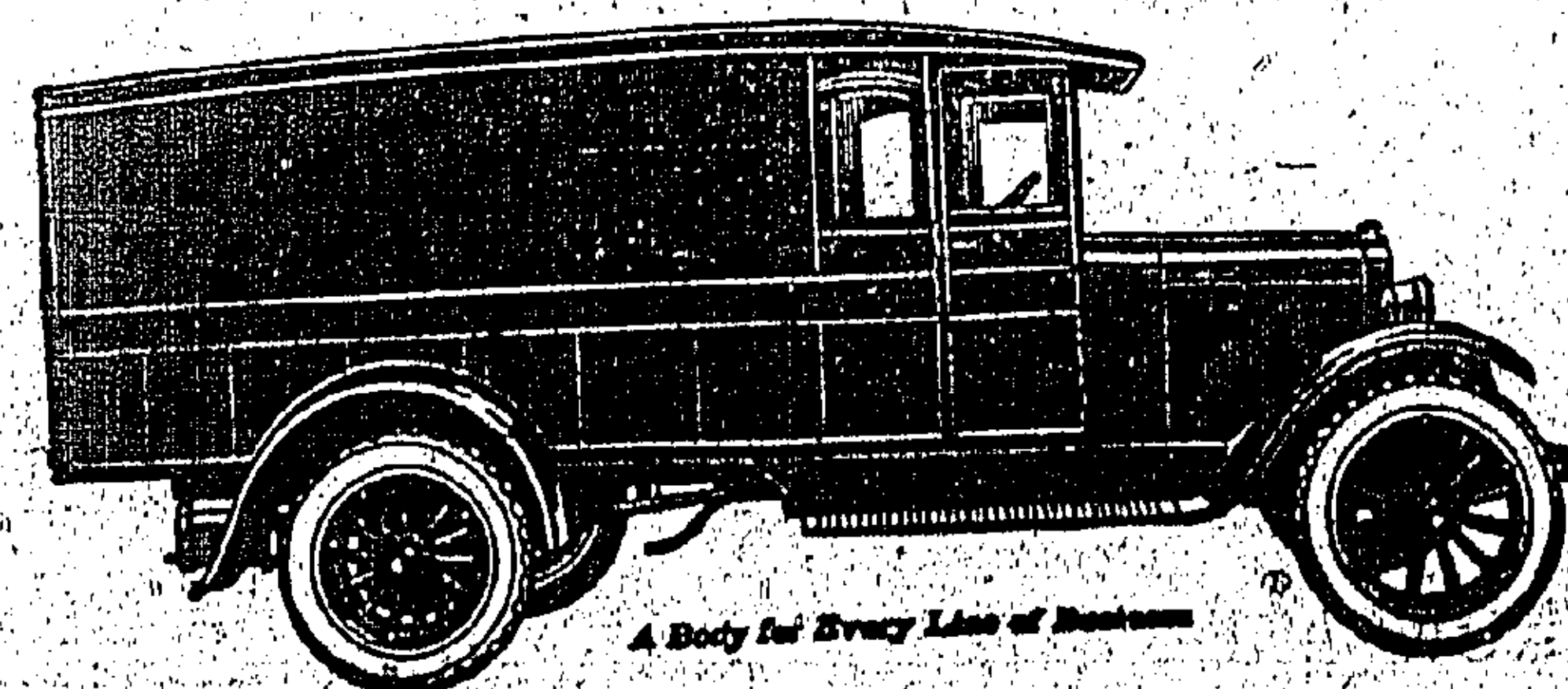
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Graham Brothers Trucks are operating successfully in 343 different lines of business.

No more emphatic evidence could be desired of their suitability for every kind of commercial hauling.

TAE DRAGON MOTOR CAR CO., LIMITED.

33, WONG NEIC HUNG, ... HAPPY VALLEY.



Harley-Davidson Lightweight

The new 1926 Harley-Davidson Lightweight 350 c.c. single cylinder and overhead valve solo machines, equipped with electrical system have been ordered.

According to the factory tests, this small machine in ordinary touring will do 55-60 miles per hour, while consumption is at the rate of 100 miles to the Imperial gallon.


Kindly book your order now at the Gascon Motor Co., No. 2, Kwong Wah Road, Kowloon (opposite The Steam Laundry) as only a limited number will arrive by the first shipment.

ALWAYS IN STOCK

1925 Models.—Harley-Davidson Motorcycles, Combinations and Spare Parts.

For moderate cost of repairs Telephone K. 1240.

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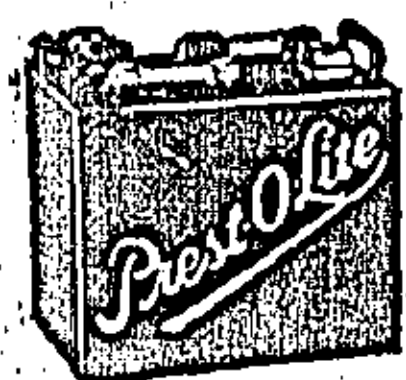


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THE OLDEST SERVICE TO MOTORISTS.

Volts	Amp.	Hrs.	Tyre	Replacement for	Price Each.
6	8	63	W.R.	Harley, Indian, Henderson Etc.	H.K. \$ 21.00
6	90	615	J.F.R.	Essex, Overland, Cleveland	H.K. \$ 41.00
6	104	615	J.F.R.	Hudson, Templar, Maxwell	H.K. \$ 54.00
6	90	611	R.H.K.	Ford, Buick, Chevrolet, Gray	H.K. \$ 41.00
6	100	613	R.H.K.	Buick, Chandler, Oakland	H.K. \$ 52.00
6	157	619	R.H.N-23	Cadillac, Lincoln, La Fayette	H.K. \$ 82.00
6	92	611	S.H.K.	Studebaker, Gardner, Nash	H.K. \$ 55.00
6	112	613	S.H.K.	Studebaker, Hupmobile, Olds	H.K. \$ 64.00
6	135	615	S.H.K.	Cole, Haynes, Winton	H.K. \$ 72.00
6	160	617	S.H.K.	Faig, Packard, Pierce-Arrow	H.K. \$ 81.00
12	45	127	R.H.K-4	Brascoe, Kirt, Morris	H.K. \$ 63.00
12	50	127	S.H.K.	Dodge	H.K. \$ 73.00
12	70	129	S.H.K-3	Morris-Oxford	H.K. \$ 95.00
12	92	121	S.H.K.	White, Hols and Loco	H.K. \$108.00
6	50	69	R.H.R.	Radio A	H.K. \$ 64.00
6	87	611	R.H.R.	Radio A	H.K. \$ 41.00
24	4500 M.A.	24	L.R.R.	Radio B	H.K. \$ 27.00



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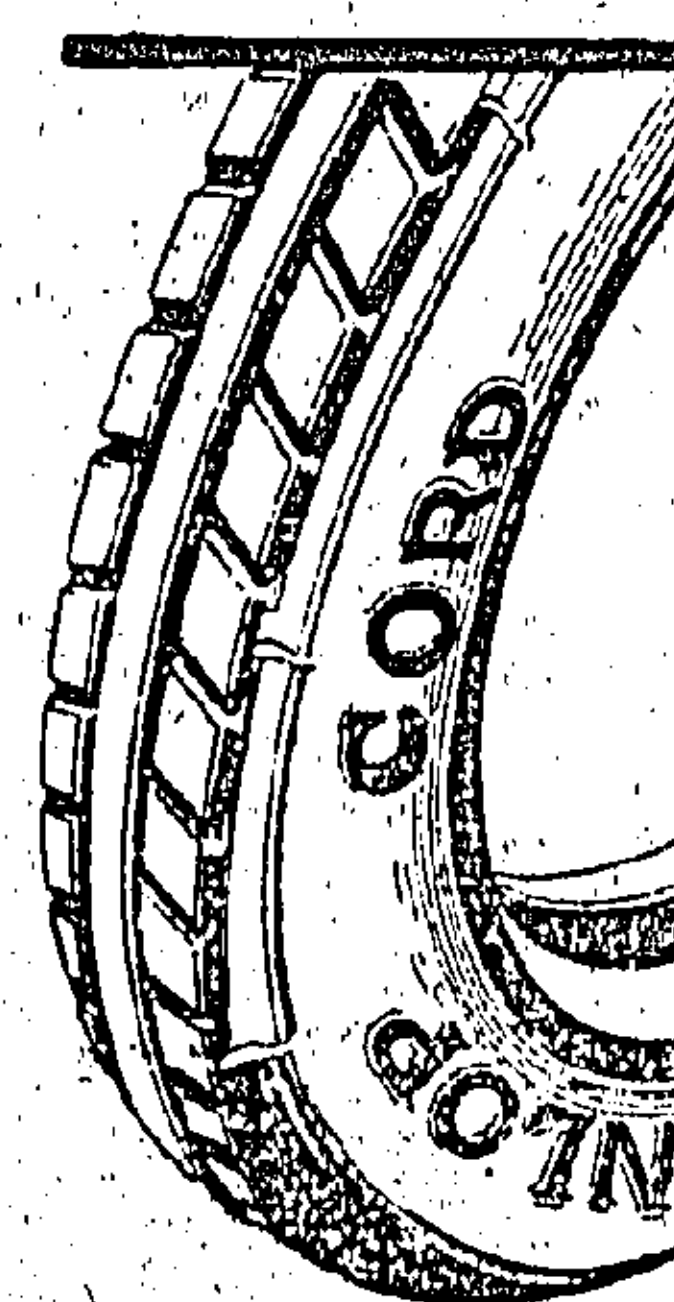
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BE GUIDED BY THOSE
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fit DUNLOP tyres as
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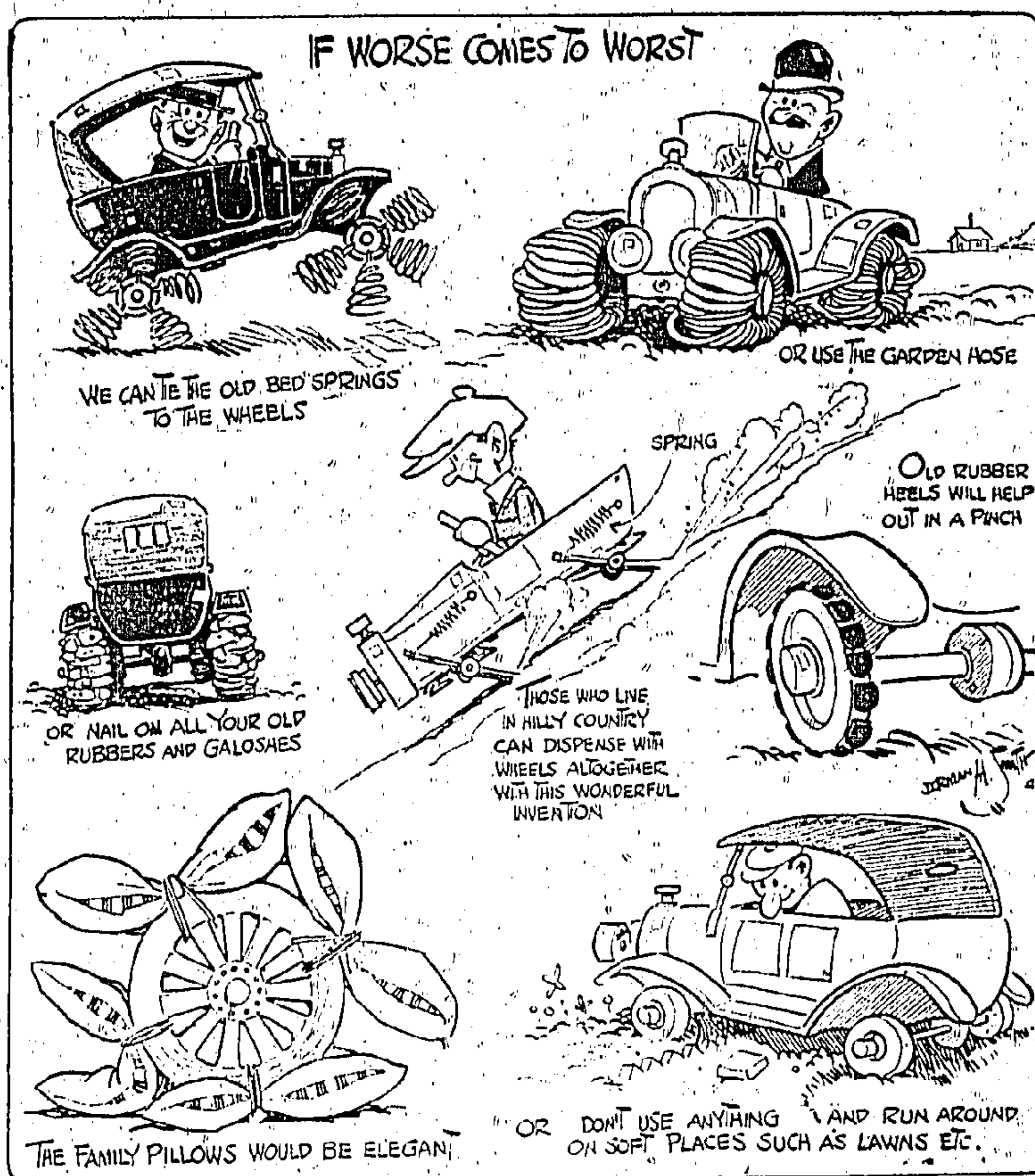
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practical knowledge of
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FOLLOW
THE CAR MANUFACTURERS'
LEAD—THEY KNOW.

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HONGKONG HOTEL GARAGE.

SUGGESTED RUBBER SOLUTIONS.



CLUB PROVIDES CARS.

NEW FORM OF CLUB SERVICE.

Motorists belonging to the Automobile Club of Southern California now have the assistance of the club to pay for their auto insurance.

This is a new form of club service offered motorists.

The organization has made arrangements with a large securities company to finance purchase of automobiles for its members and to arrange for payment of insurance premiums. Since it is estimated that 80 per cent. of the cars bought today are taken out on the deferred payment basis, this work is expected to increase the activities of the

club considerably. Its membership is 107,000.

In the financing of premiums for their auto insurance, members may now apportion these amounts over the year, as they do their payments on their cars.

These facilities practically complete all the transactions relating to the ownership and operation of an automobile, made entirely within the club service.

Insuring the motorist for automobile liabilities and other automotive security has been part of the club's work for some years. It has brought down the auto rates considerably and has even helped reduce insurance costs in southern California.

Other clubs of the country also insure their members, at low rates, but this is believed to be the first time that financing of auto purchases has been adopted a club work.

BANDIT'S REVENGE.



Underworld pals of Gerald Chapman, bandit, sentenced to death for the murder of a Connecticut policeman, are blamed for the burning of the Stanton Motor Company's garage at Steubenville, O., which destroyed the building and 50 automobiles at a loss of \$75,000.

MICHELIN TYRES

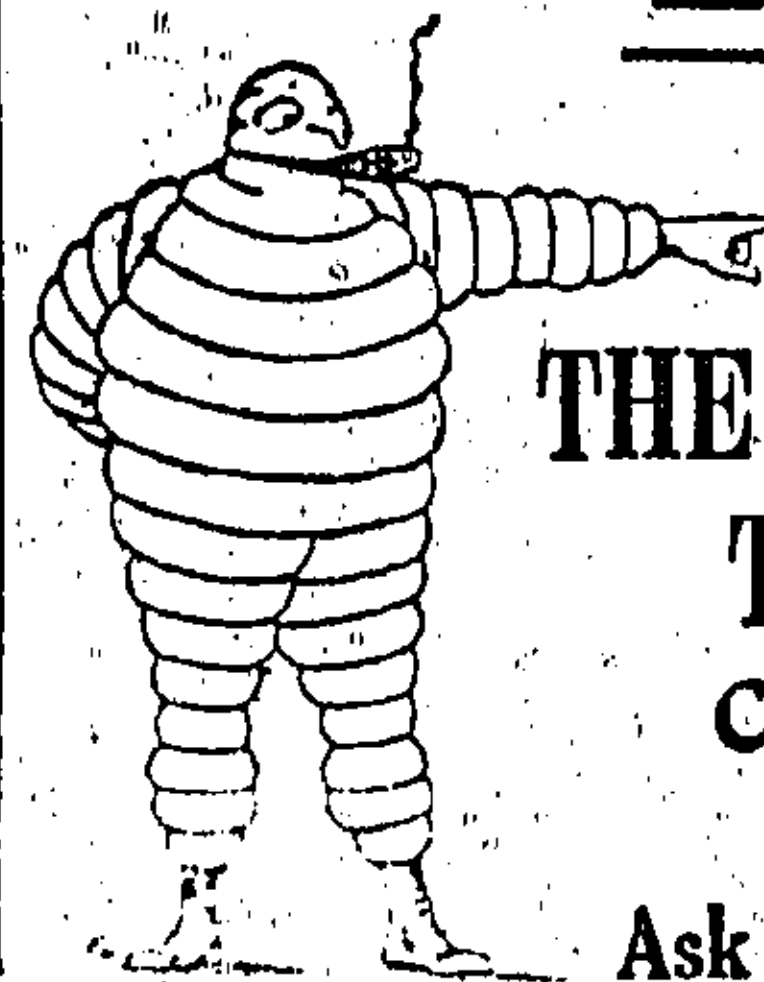
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MAXIMUM

SERVICE

AT THE

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Ask To See The Balloon Tyres.

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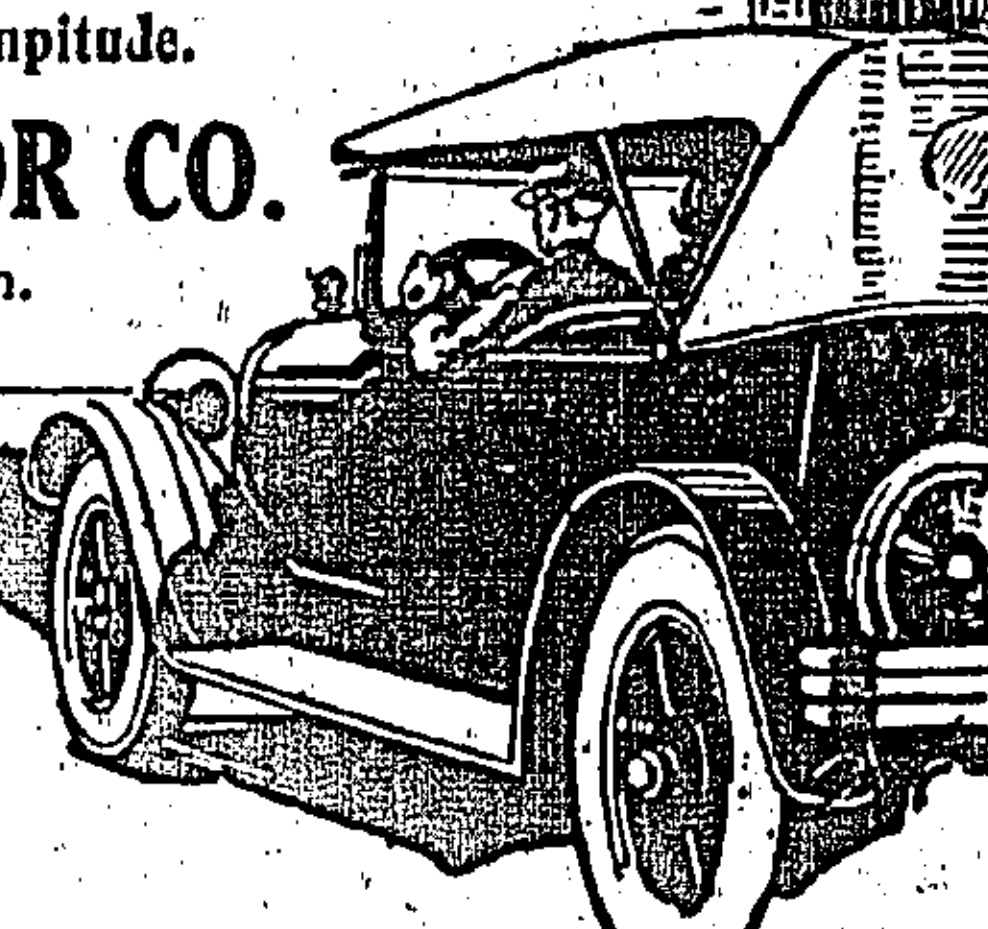
To Hongkong's First Filling Station
Texaco Gasoline, Oils and Greases
Free Air and Water. Bright and Sheltered.

TO HIRE A GOOD CAR --- Phone K.226.

For General Service and Promptitude.

THE DURO MOTOR CO.

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THE SUCCESS OF THE BUICK COACH

The Buick Coach is a real closed car—built to Buick's high standards of closed car comfort, sturdiness and appointment. The Fisher body shows the graceful lines of the finest enclosed types. The two wide doors, hinged at the front, enable rear seat passengers to enter or leave either door without disturbing people in the front seats. Duco finish. Different colors for each of the two coach models.

And the price! Never before has it been possible to have a closed car with these quality features at such low cost.

For Demonstration.

Please call or Telephone C. 1036.

HONGKONG & KOWLOON TAXICAB CO., LTD.

33 & 35 Des Vœux Road Central.

THIS WEEK'S WEDDING.



The above photographs were taken at the wedding of Capt. H. F. Bloxham and Miss Audrey Jones, which took place at St. John's Cathedral on Thursday.—Photos by Ming Yuen.

BASEBALL.

TO-DAY'S ATTRACTIONS.

To-day there will be a double-header in the Hongkong Baseball League at Happy Valley. The Japanese Club will meet the Indian Recreation Club in the first game at 2.30 p.m. sharp, while the Hongkong Baseball Club and the Hongkong Volunteer Defence Corps will play the second match at 4.30 p.m.

On Sunday, the South China and the Filipino Club game will be staged at 4 p.m. The Filipinos are now leading in the league having suffered no defeat.

FOOTBALL TO-DAY.

VOLUNTEERS v SURREYS DRUMS.

This afternoon on the Murray Parade Ground will be played a football match between the No. 4 Platoon Infantry Company, H. V. D. C. and the East Surreys Drums. The kick-off is 4.30 p.m. sharp and the following eleven has been selected to represent the Volunteers: L. H. Soung, J. E. Ward, J. A. Dalgado, C. M. Xavier, N. B. Mahomed, L. J. Channing, J. F. Caldas, J. E. Montalto, D. P. Pau, L. Marques, M. Franco Reserve: Elarto.

Soundings have recently been taken off Taya Island, approaches to Hainan Strait by order of the Chinese Maritime Customs Department, and a chart showing the results may be inspected at the Harbour Office.

CORRESPONDENCE.

STUDENT STRIKERS.

[To the Editor, Hongkong Telegraph.]

Sir,—Much of the value of the views so elaborately put forward by "A Chinese Schoolmaster" in the correspondence columns of your paper of the 4th inst. has been discounted by this worthy gentleman's all too apparent spite against privately run educational institutes. It may be interesting to know his grounds for animadverting upon such institutes as "commercialised." Why he should single out private institutes for his attack is beyond comprehension. Does he want to show his loyalty to his non-private institute "boss" who might have instructed him to do it, by making such an assertion? Surely, a man of his position ought to know better than to cast slurs upon private institutes in general without absolute good cause. It may be that the institutes he had in mind still leave room for improvement; but are private institutes alone wanting in this regard; and are all other institutions perfect? However one may attempt to distort matters, facts can but remain facts; and a reference to the University Local Examination results of the previous years will amply justify one's belief in the usefulness of private—or to use your correspondent's own word "commercialised" institutes, particularly when it is taken into consideration the inadequate accommodation available in Government or other schools.

To establish a "commercialised" institute and to bring it to the standard of efficiency is no mean task for the Principal. After all his energy, hard work and, undoubtedly good money invested in his idealistic enterprise, which, provided it is efficiently run as some of the existing statutes which your correspondent chooses to attack assuredly are, is it fair that what he now receives from a fellow professional is no more discouragement,—worse still, calumny?

Is "A Chinese Schoolmaster" in real earnest when he sets out his scheme for dealing with striking students, or is he simply employing this as a means to a selfish end—to appease some party or to air an ancient grudge? If he is sincere in his suggestions, he has been deplorably indiscreet, as, instead of promoting hearty co-operation among heads of all educational institutions (which is absolutely essential if his proposed measures against principal student agitators are to be effective), he stirs-up personal enmity. If, on the other-hand, prejudice is his sole reason for writing to the Press, as a schoolmaster whose acts would be looked upon by the younger generation as examples to be followed, he has hopelessly failed.—Yours, etc.,

ALEADO ADDIS.
Hongkong, August 8, 1925.

NOTICE TO MARINERS.

LAMOCKS ISLANDS LIGHT.

Notice is given that Lamocks Main Light is now operating, but, owing to the recent accident, it is only possible at present to exhibit the light through the central belt, and that, although the advertised characteristics are retained, the power and visibility of the light is reduced.

The temporary lights exhibited pending repairs to the Main Light have been discontinued.

Just as counsel and witness were leaving the Sessions House, Maidstone, at the close of Kent Assizes, a 40-foot flagstaff flying the Union Jack over the building snapped and crashed against the coping of the roof. It then broke into three pieces, one of which fell to the street below, injuring Thomas Blackman, of Hoo, near Rochester. Several people had narrow escapes.

Thousands of bees swarmed on to one of the courts at the Formby open tennis tournament last month and drove players and spectators away to shelter. Describing the remarkable incident, a woman player said: "I glanced round for a moment, and on turning back I saw a great black cloud sweeping down on the court. In another moment the court was black with them. Before I could move they were round us. We made a dash for the pavilion."

GOLF CLUBS.

LARGE STOCKS FROM ALL THE BEST MAKERS HAVE ARRIVED.

D. Anderson's

J. H. Taylor's

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FOR ALL SPORTS GOODS.

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WILL
ALWAYS
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That
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look

IF YOU USE A GAS GEYSER

HAVE YOUR BATH WHEN YOU ARE READY
FOR IT, NOT WHEN ITS READY FOR YOU.

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"THE CORDAGE YOU CAN TRUST"

ESTABLISHED 1854

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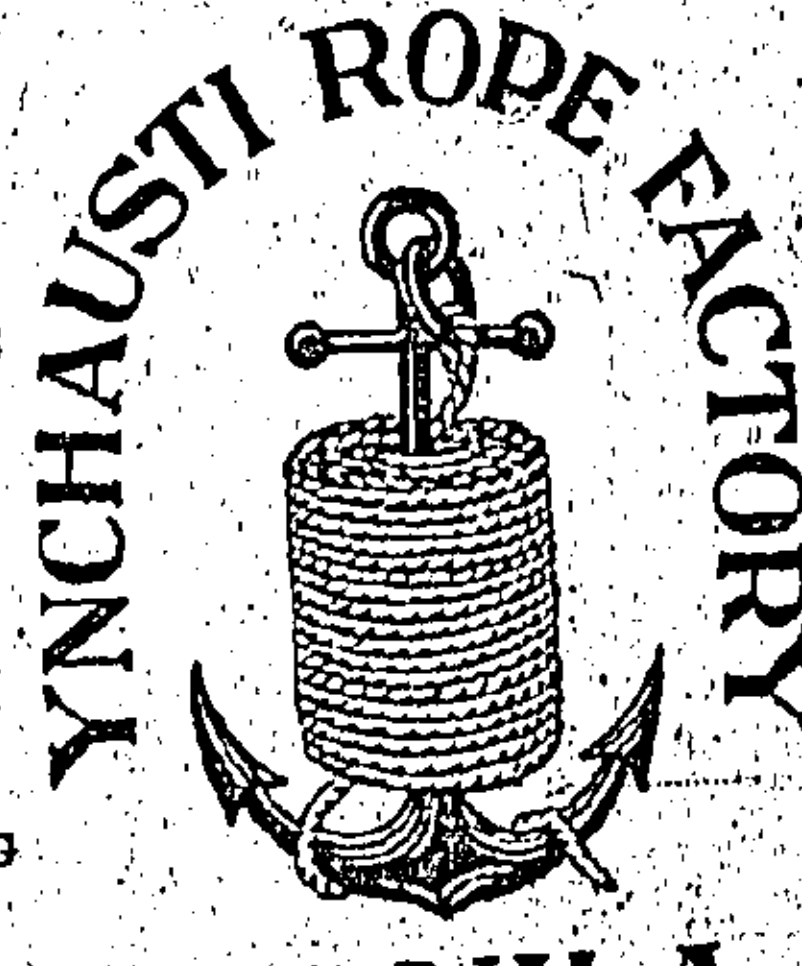
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SIZES FOR ALL
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Soft Felt Hats

Inexpensive
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Practical

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From TUESDAY

AUGUST 4th.

The normal hours of
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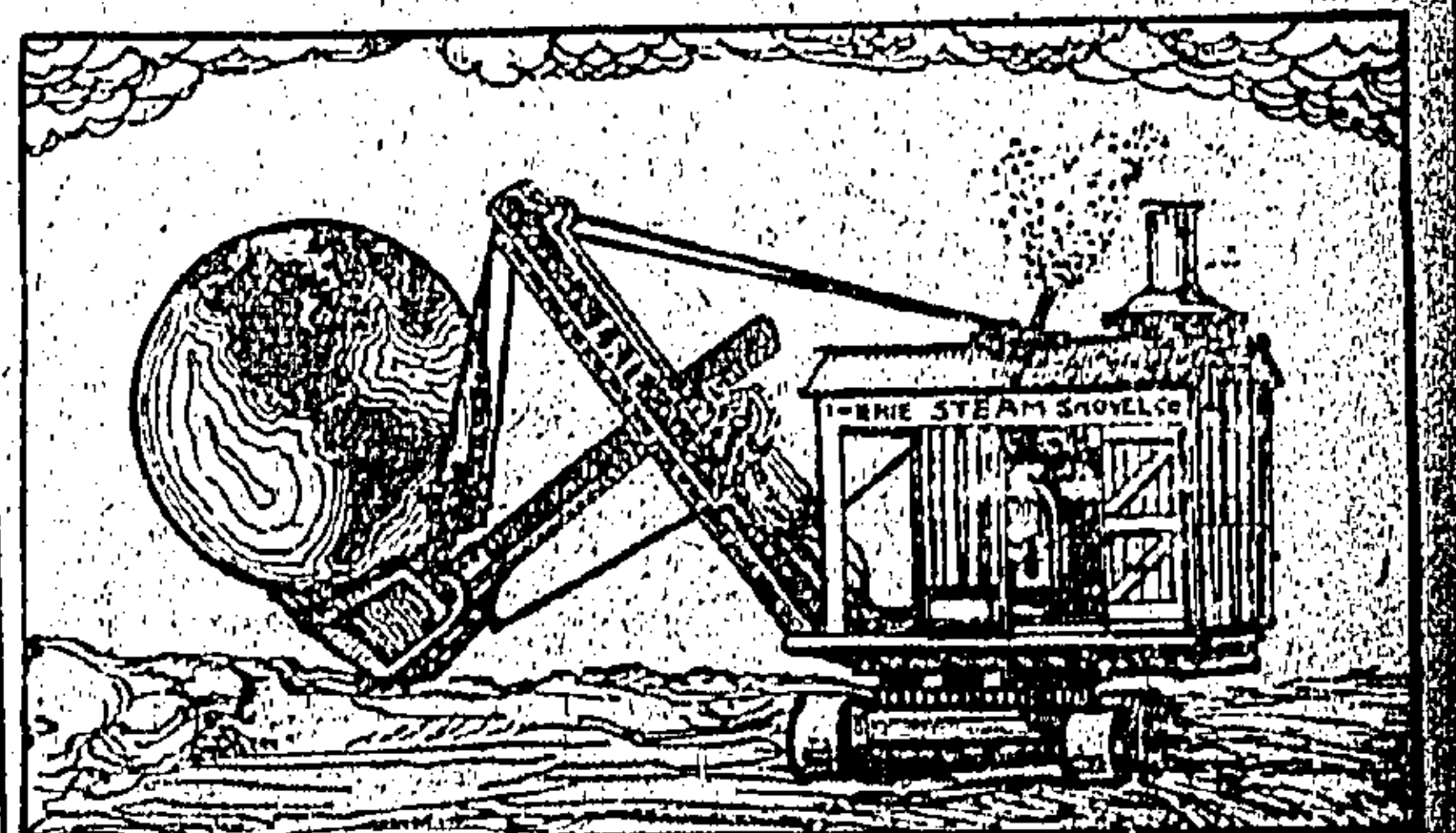
British Admiralty Charts | Health Spectacles, High Glasses etc.
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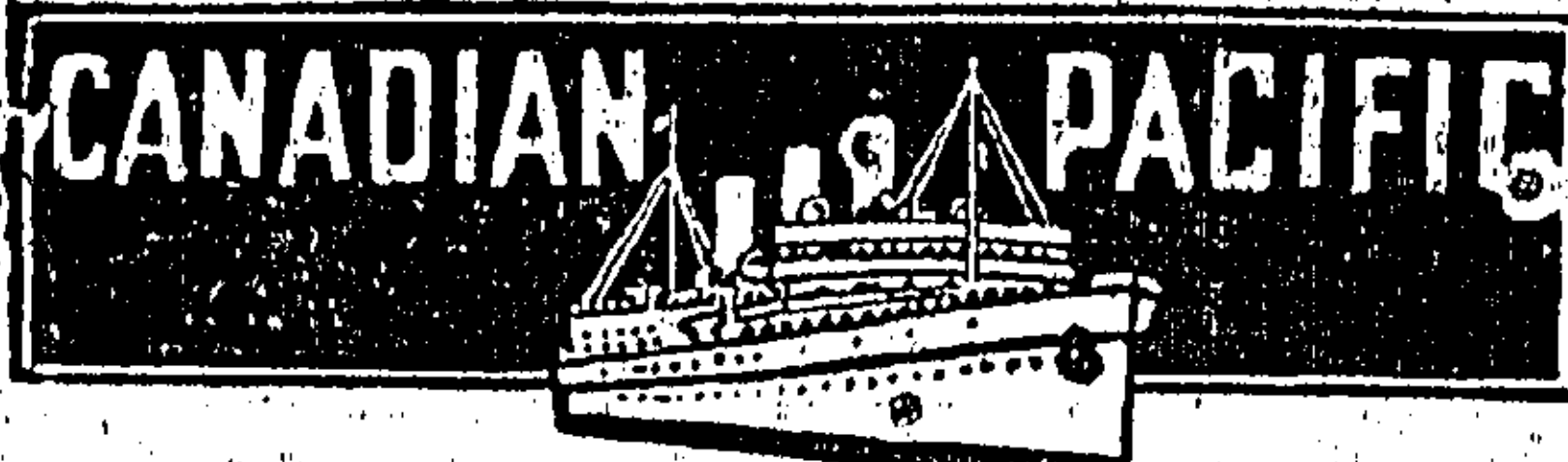
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	Leave Hongkong	Arrive Vancouver	Leave Quebec	Arrive Southampton
E/ASIA	Aug. 20	Sept. 7	E/FRANCE	Sept. 16
E/CANADA	Sept. 4	Sept. 21	E/SCOTLAND	Sept. 30
E/RUSSIA	Sept. 17	Oct. 5	E/FRANCE	Oct. 14
				Oct. 21

Chances of accommodation on these ATLANTIC steamers actually held for sale in Offices at ports of call in the Orient.

Year Trans-Continental Trains Daily from Vancouver Stop-over allowed at all points Standard Sleeping Cars—Compartments—Drawing-Room Dining Cars. Canadian Pacific Hotels at Victoria, Vancouver, Rocky Mountain Resorts, Calgary, Winnipeg, Montreal and Quebec. Dominion Express Travellers' Cheques issued at all Canadian Pacific Offices—Payable Everywhere.

Baggage Insurance sold at all Canadian Pacific Offices

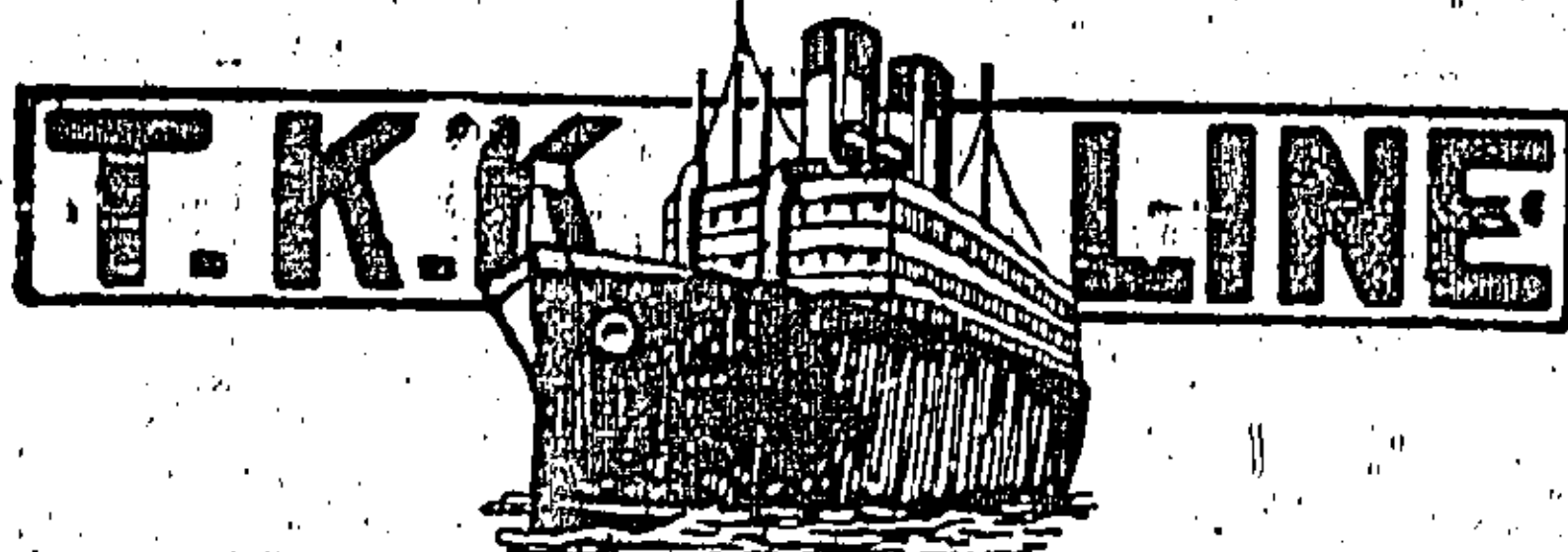
HONGKONG—MANILA—HONGKONG—SERVICE

	Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Aug. 12	Aug. 14	E/Asia	Aug. 15	Aug. 17
Aug. 26	Aug. 28	E/Canada	Aug. 29	Aug. 31

Steamers arrive MANILA early morning and sail in evening of following day.

CANADIAN PACIFIC SERVICE FURTHER

Passenger Department: Tel. C. 732. Cables: "GAGANPAC"
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 Connecting at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads.

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TENYO MARU (Omit Nagasaki)	from Shanghai Aug. 12th.
KOROMA MARU (Omit Honolulu)	Aug. 24th.
SHINYO MARU	September 8th.
SIBERIA MARU (Omit Honolulu)	September 21st.
TAIYO MARU	October 4th.
TENYO MARU	October 19th.

Proceeds up River and berths alongside Mantou wharf at Shanghai
 KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £80

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

GINYO MARU	Aug. 20th.
ANYO MARU	October 7th.

Y. TSUTSUMI, Manager.

Agent at Canton. King's Building.
 Messrs. F. E. GRIFFITH, LTD. Tel. Nos. C. 2874 & 2875.



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SEATTLE & VICTORIA

SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT JACKSON"	August 13th.
"PRESIDENT MCKINLEY"	August 25th.
"PRESIDENT JEFFERSON"	September 6th.

EUROPE

See Seattle-Chicago-New York £120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice or Trans-Continental Railways. Any Line on the Atlantic. Through accommodation and Booking Arranged.

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To Manila, the Straits, Colombo, Egypt, the Mediterranean, and New York.

To America—across the Pacific via Honolulu.

WHETHER you're traveling east or west, DOLLAR President Liners will carry you. Eastbound they afford two sailings each month. Westbound they offer four sailings each month, as far as Manila—thence to Singapore and beyond, round-the-world, on fortnightly schedule.

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Eastbound: Shanghai, Kobe, Yokohama, Honolulu
 Westbound: Manila, Singapore, Penang, Colombo, Suez, Port Said, Alexandria, Naples, Genoa, Marseilles, New York—and ten other ports round-the-world

NEXT SAILINGS

EASTBOUND	WESTBOUND
PRESIDENT WILSON August 15, 5.00 p.m.	PRESIDENT WILSON August 18, 8.00 a.m.
PRESIDENT LINCOLN August 20, 5.00 p.m.	PRESIDENT HARRISON August 19, 8.00 a.m.

ACROSS THE PACIFIC TO SAN FRANCISCO

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33 days to San Francisco—28 days to Los Angeles.

U.S.S.B. "West Farallon"..... Due Hongkong 17th Aug.
 Leave Hongkong 18th Aug.

Cargo accepted for transshipment at San Francisco to weekly sailings for Atlantic seaboard ports. Through bills of lading issued to U.S. and Canadian Overland ports.

TO MANILA, ILOILO, CEBU AND ZAMBOANGA.

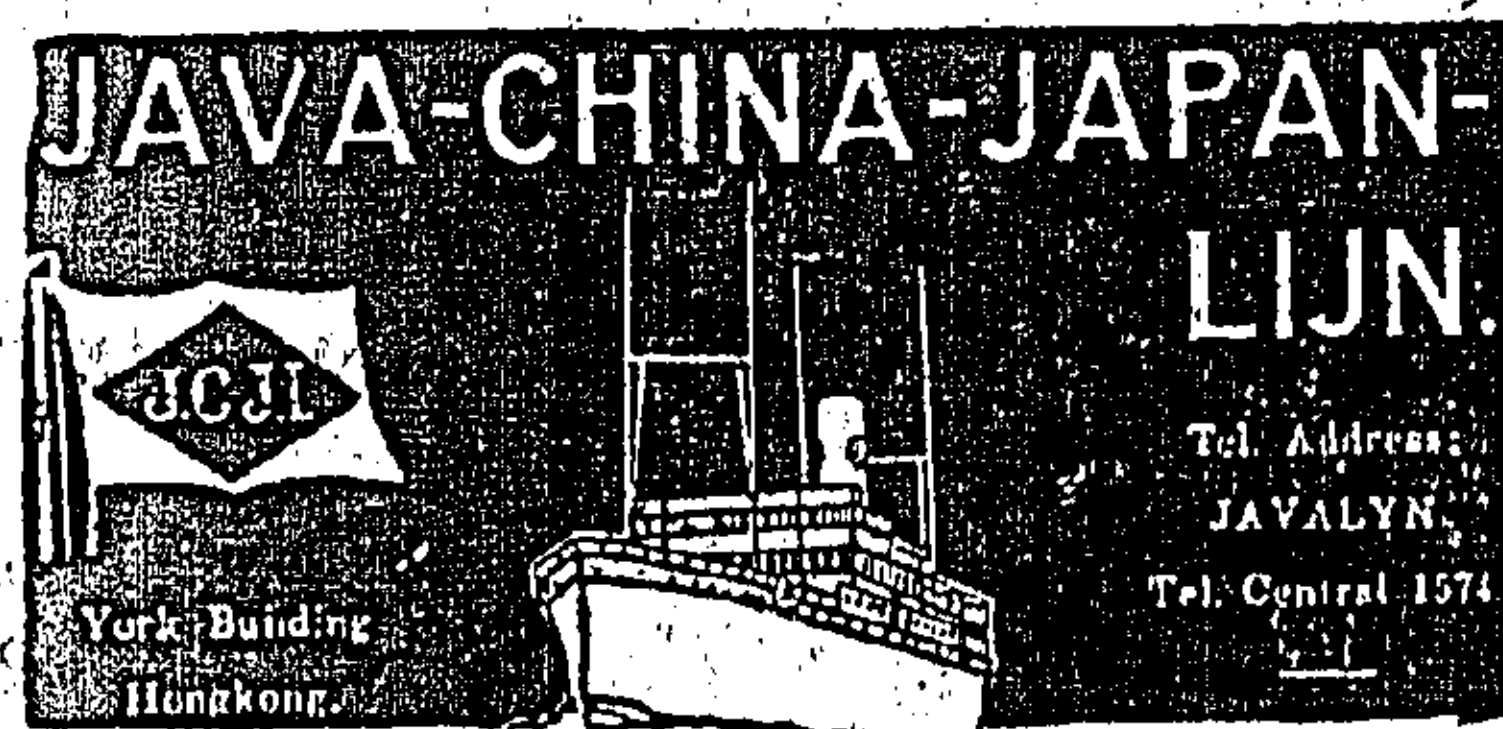
U.S.S.B. "West Jester"..... Due Hongkong 30th Aug.
 Leave Hongkong 31st Aug.

TO SINGAPORE, ZAMBOANGA & CEBU.

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REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjitaroom	Japan	In Port	8th Aug.	Batavia
Tjikembang	Batavia	9th Aug.	13th Aug.	Shanghai
Tjisafak	Shanghai	12th Aug.	15th Aug.	Shanghai
Tjisafak	Daluy	21st Aug.	22nd Aug.	Mak. & Java
Tjikembang	Shanghai	25th Aug.	27th Aug.	Batavia
Tjisondari	Batavia	23rd Aug.	24th Aug.	Shanghai
Tjisatap	Amoy	3rd Sept.	4th Sept.	Mak. & Java
Sawah Loeito	Java	Beginning September		

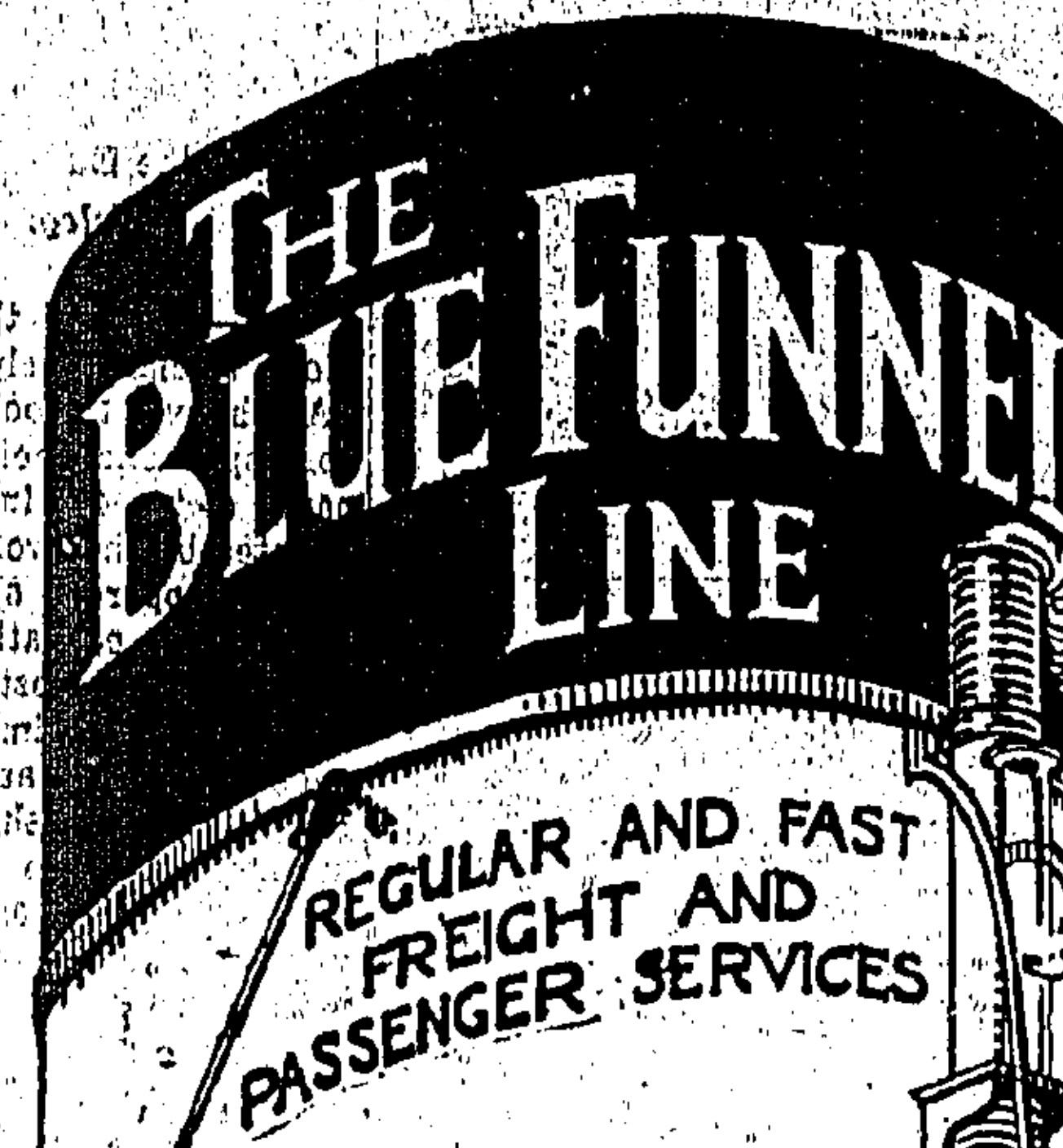
1 Via Makassar
 2 Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

"ELPENOR"	10th Aug.	M'Isles, London, Rotterdam & Hamburg
"ANTENOR"	26th Aug.	Marseilles, London, R'dam & Glasgow.
"PERSEUS"	8th Sept.	Marseilles, London R'dam & H'burg.
"ROMAEO"	22nd Sept.	London, Rotterdam & Hamburg.

LIVERPOOL SERVICE

"EUPHYLYS"	16th Aug.	Marseilles, Havre, Liverpool G'gow
"TYDEUS"	1st Sept.	Genoa, Havre, Liverpool & Glasgow
	12th Sept.	Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KONA & YOKOHAMA.
 "CYNDAREUS" 15th Aug. Victoria, Vancouver & Seattle.
 "PROFESILAS" 8th Sept. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"LUMEDON"	28th Aug.	Boston, New York Baltimore via Suez.
"PELEUS"	7th Sept.	Boston, New York & Baltimore via Suez
"TEGOS"	23rd Sept.	Boston, New York & Baltimore via Suez

PASSENGER SERVICE

"ANTENOR"	26th Aug.	Singapore, Marseilles & London.
"HECTOR"	21st Oct.	Singapore, Marseilles & London.
"SABEDON"	18th Nov.	Singapore, Marseilles & London.
"PATROCLUS"	16th Dec.	Singapore, Marseilles & London.
"ANTENOR"	13th Jan.	Singapore, Marseilles & London.
"SECTOR"	5th March.	Singapore, Marseilles & London.

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KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 20th August.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

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1st. CLASS FARE TO SINGAPORE \$100.00.

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CONSIGNEES.

DOLLAR STEAMSHIP LINE.

From SAN FRANCISCO VIA PORTS.

The Steamship "PRESIDENT WILSON" having arrived on August 8th, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consigned risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on August 10th, 1925 by the Company's Surveyors, Messrs. Anderson and Asho.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the godowns, and cargo undelivered on and after will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE

4 Des Voeux Road

Hongkong, 7th August, 1925.

THE BEN LINE STEAMERS LTD.
 From MIDDLESBURY ANTWERP & LONDON.

The Steamship "BENMORE"

Consignees of cargo per the above-mentioned steamer are hereby notified that owing to the existing strike conditions, cargo for Hongkong is being discharged at Nagasaki where it will lie at the risk and expense of the owners of the goods.

Consignees are accordingly recommended to make the necessary arrangements as regards Insurance etc.

GIBB, LIVINGSTON & COMPANY

LIMITED,

Agents.

Hongkong, August 6, 1925.

LLOYD TRIESTINO S. N. CO.

From TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

The Steamship "LACONIA"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before 7th instant.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th inst. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 23rd inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

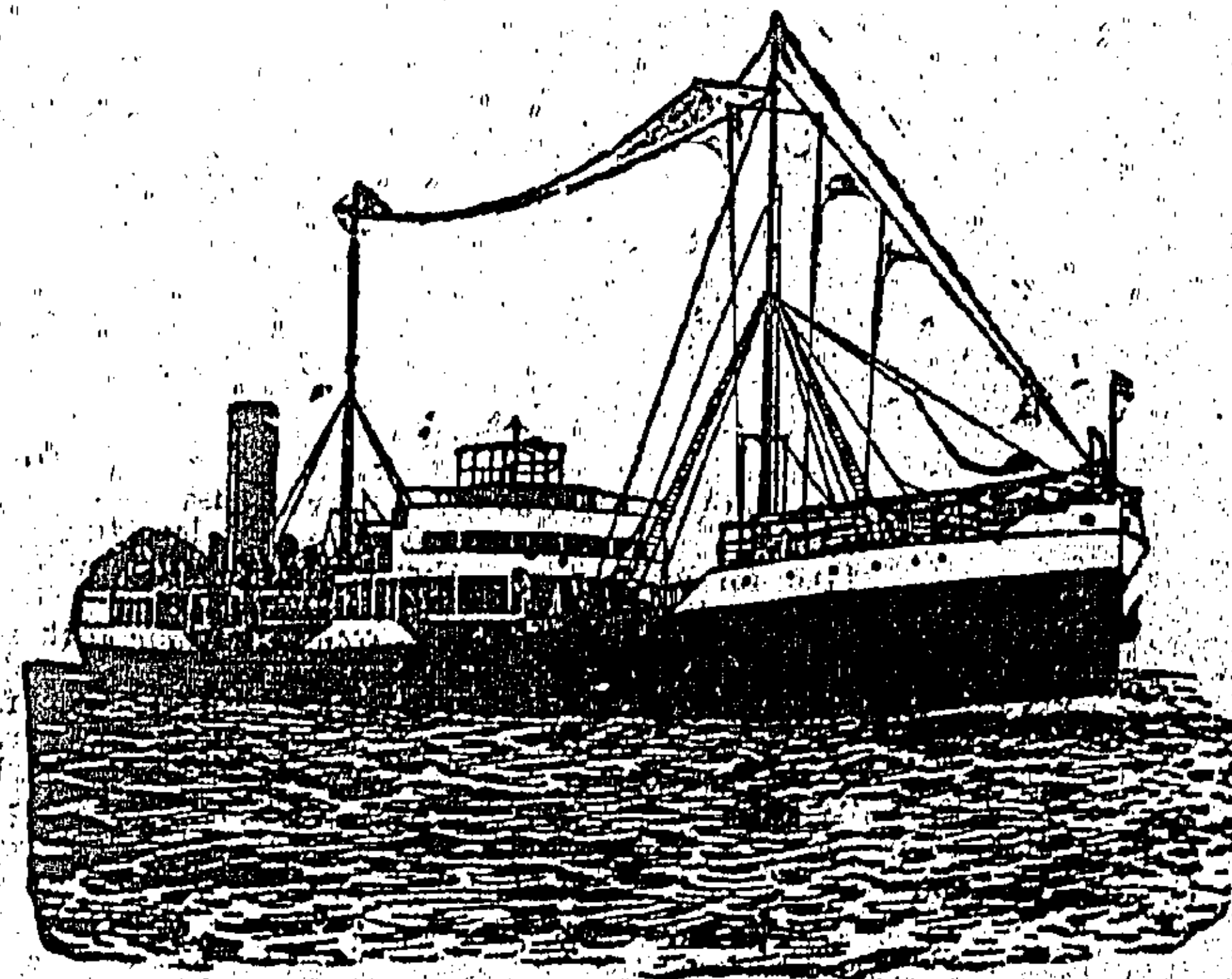
No Fire Insurance has been effected.

Bills of Lading will be countersigned by
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TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG;
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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



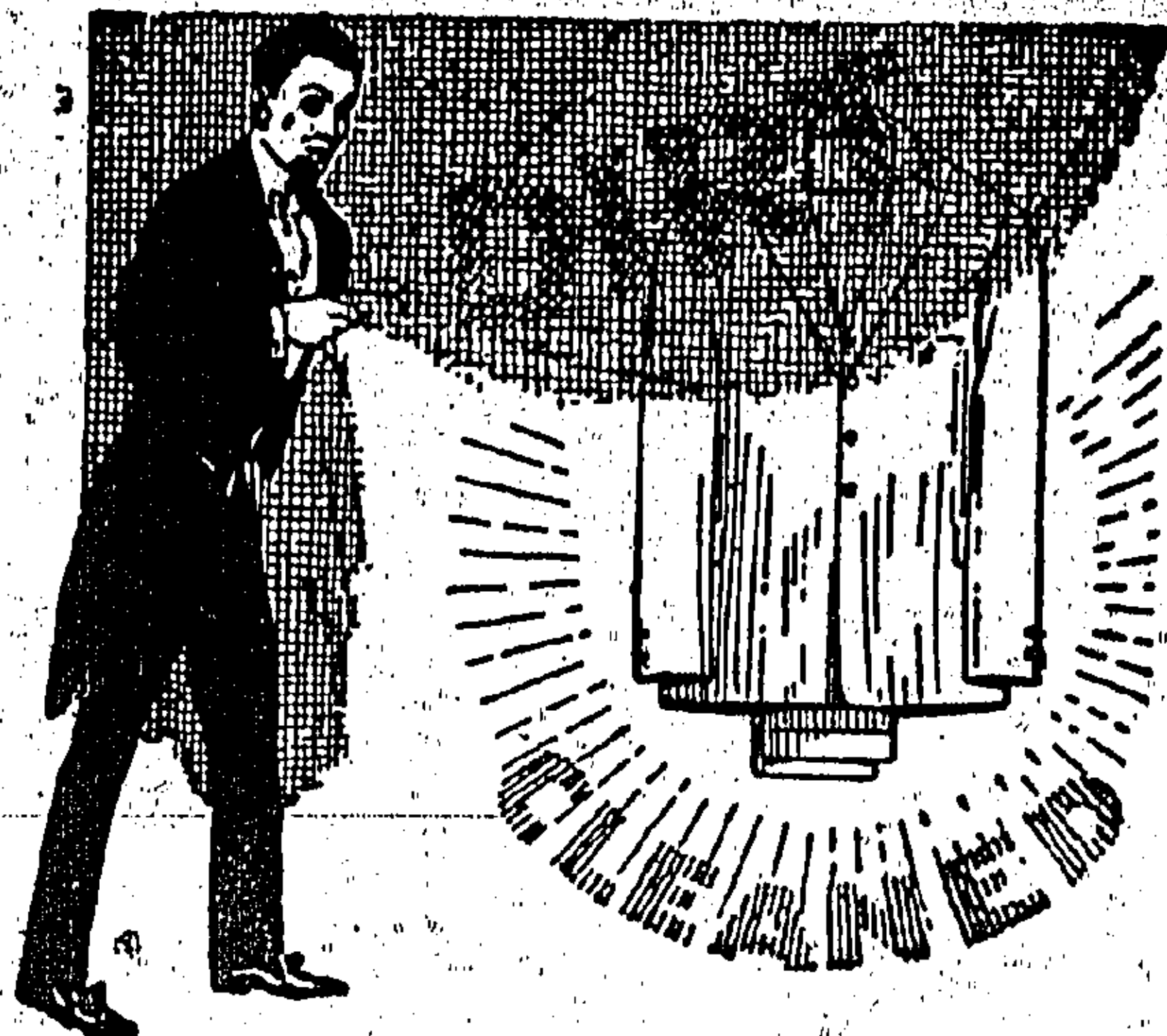
OIL TANK STEAMER "PALUDINA."

412, 0' x 53' 1' x 31' 0' x 8,400 tons d.w. x 8,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK to the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of 10 similar vessels built in these WORKS to the same order.

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SUNDAY:—

7 a.m. to 9 a.m.

DAIRY DEPARTMENTS:—

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2 p.m. to 4 p.m.

SATURDAY:—

7 a.m. to 9 a.m. 10.30 a.m. to 12.30 p.m.

2 p.m. to 3 p.m.

SUNDAY:—

7 a.m. to 9 a.m. 2 p.m. to 3 p.m.

PEAK BRANCH

8 a.m. to 12 noon 2 p.m. to 4 p.m.

SATURDAY:— SUNDAY:—

8 a.m. to 12.30 p.m. 8 a.m. to 10 a.m.

ICE DEPOT (Week Days)

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SUNDAY:—

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THE DAIRY FARM, ICE & COLD STORAGE CO.

AN ENDOWMENT INSURANCE POLICY

will enable your family to redeem the mortgage on your house if you die, and will enable you to pay it yourself if you live.

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LLOYD TRIESTINO S.N. CO.

S.S. "LACONIA"

The above vessel now lying alongside the Kowloon Wharf is prepared to accept cargo for Shanghai and will be despatched hence on

MONDAY, 16th August, NOON.

DODWELL & CO., LTD.

Agents. Tel. 1080.

PO HING FONG ENQUIRY.

MAXIMUM RESCUE WORK ACCOMPLISHED.

Hearing Adjourned.

The enquiry into the Po Hing Fong disaster was continued yesterday afternoon at the Central Magistracy, Mr. S. B. B. McElderry, sitting as coroner, the jury being composed of the following, Capt. T. Arthur (foreman), Mr. J. O. Sheppard and Mr. Ho Kom-tong.

Mr. F. G. Jenkin, instructed by Johnson, Stokes and Masters, appeared to represent relatives of the several who lost their lives in the collapse.

Mr. Edward Newhouse, Engineer, P.W.D., was recalled and put in new plans of the drainage system of the area above Po Hing Fong, stating they were larger and more accurate than was the case with those put in formerly. They showed the sizes of storm water drains and culverts. It also showed that the drain at the junction of Seymour Road and Castle Road had been reduced from two feet by one foot ten inches to a twelve inch pipe. When it was altered he did not know.

Asked as to what the result of this smaller pipe would be, witness said in heavy rain the narrower pipe would act as a throttle and if the rain was heavy enough it would be forced up through the manhole covers and would flow down over Caine Road. A part of it, however, would be intercepted by gullies and storm water drains which would take the water down to the Disinfecting Station.

Retaining Wall Construction.

Mr. H. E. Goldsmith, engineer, P.W.D., gave evidence as to the retaining wall built below the site of the new No. 8 Police Station. He said in his opinion very little water would go below the foundations of the wall. It might get down to the foundations, but not below them. The wall was built up against the existing strata, he said in reply to the foreman.

Mr. T. Bolt, overseer, said he was in charge of the building of the wall. He was never on the site during any heavy rain.

Mr. E. Ralphs was then called to give evidence as to the rescue work carried out by the St. John's Ambulance Brigade. He said within half an hour of the collapse there were 24 ambulance men on the scene assisting the Police, and by 11 a.m. the number had increased to 40. This number worked all that day and for ten days after there were always ten men on duty, taking charge of bodies when they came to the surface.

He considered that the arrangements for the saving of life were adequate and could not have been improved.

Police Operations

Mr. D. Burlingham, Assistant Superintendent of Police, described the work carried out by the Police after the collapse. He said the alarm was given at 9.30 a.m. He arrived on the scene at 9.40 and stayed there until 7.15 p.m. that night, at which time there had ceased to be any signs of life among the debris. Thirty policemen were working there altogether and when people or bodies were extricated they were handed over to the Ambulance Brigade. He had ample men there to assist; in fact he had refused further help which was offered. The Tung Wah Hospital very kindly housed a number of coolies who were working there under the Police. On July 17 there were 21 people extricated alive and at 6 p.m. on the following day a voice was heard in the debris and at 2.45 a.m. the next morning a girl was taken out alive. He considered that nothing more than was done could have been done in the matter of saving life.

Mr. H. T. Brooks, superintendent of the Fire Brigade, stated that the alarm was raised at 9.33 a.m. and two appliances with 15 men and one motor ambulance were sent. Later another appliance and another ambulance were despatched. The Brigade worked there for ten days at the end of which time the P.W.D. took over.

On the experts present stating that they expected that it would be another week or ten days before the site was cleared the Coroner adjourned the hearing, sine die.

ITALIAN FLIGHT.

DI PINEDO IN ROCKHAMPTON.

Rockhampton, August 7.—Major Di Pinedo has arrived.—*Reuter.*

SHORTAGE OF RUBBER.

ONLY FOUR MONTHS' SUPPLIES IN STOCK.

Manufacturers Manifesto.

London, August 7.—A manifesto, signed by fourteen rubber manufacturing firms, has been issued urging the Government to consider the immediate modification of the Stevenson restriction scheme. It estimates that at present there is less than four months' of the world consumption of rubber in stock, while it is generally acknowledged the normal stocks are eight months' consumption.

The Stevenson scheme provides for an extra release of a maximum of eighty thousand tons a year, equivalent only to two months supply at the present rate of consumption. Unless the scheme is modified the result will be a growingly acute shortage of supplies for a few years, which will be naturally gradually terminated by great supplies from countries outside the Empire and from estates financed by foreign interests.—*Reuter.*

ARMED ROBBERY.

PEARS USED AS GAGS.

The latest innovation in the use of gags by armed robbers, is the introduction of pears, which are being substituted for the wine cups, usually employed in such outrages. The remnants of a dried pear were produced at the Kowloon Magistracy yesterday as an exhibit in a case in which a Chinese was charged with being concerned in an armed robbery committed at 55 Wai Ching Street, on July 27.

It appears that ten days prior to the robbery, a man rented a cubicle at the house for the sum of \$2. A week later another man, together with a small boy who was described as the first visitor's brother, went to the floor with certain articles of furniture. On the day of the robbery they again appeared and when asked why they had not removed to their little child had been ill.

They had not been on the floor long before they commenced operation and gagged the occupants with pears, prior to confining them in one room. Before they had sufficient time to ransack the house, one of the tenants who had been in the kitchen, rushed into the front part of the floor and blew a police whistle, causing the men to decamp.

After hearing the evidence the case was adjourned.

BANK RATE REDUCTION.

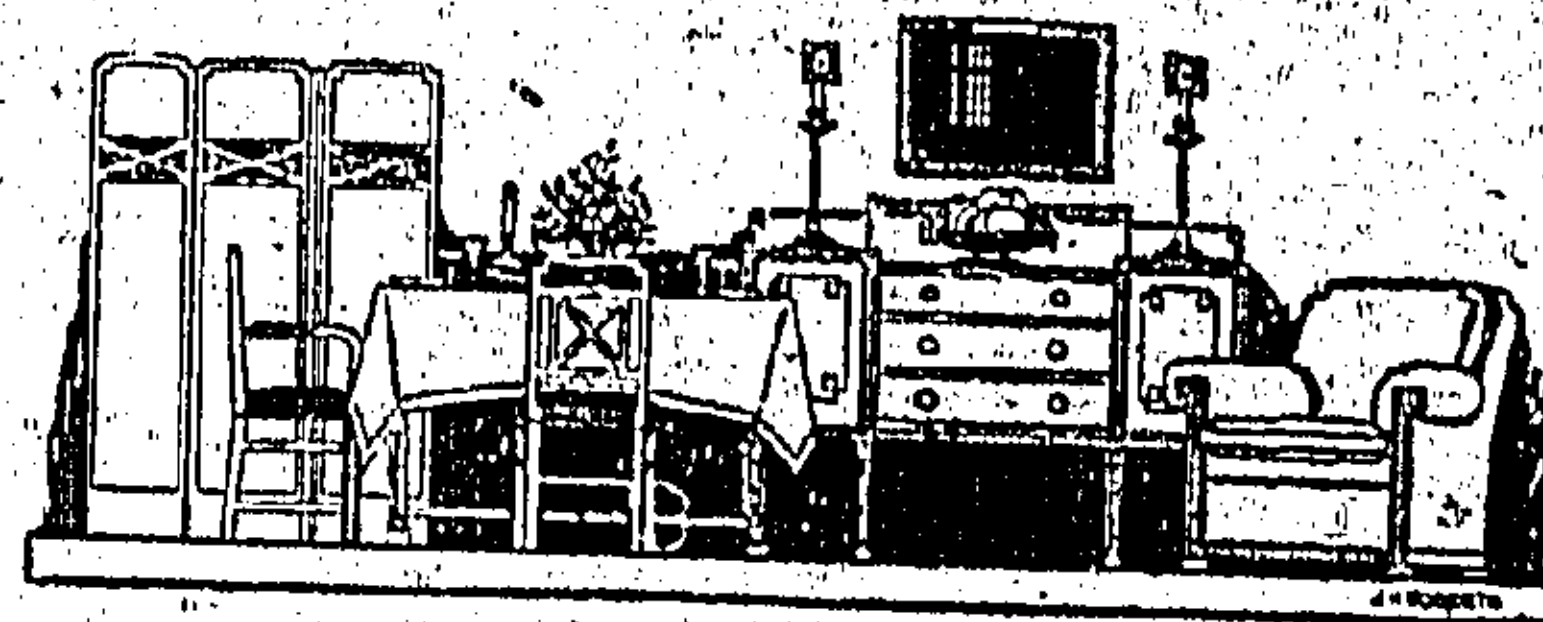
OUTCOME OF RESTORATION OF GOLD STANDARD.

London, August 7.—The Times City Editor says the reduction in the Bank rate is the direct outcome of the restoration of the gold standard. There has been a net influx of eight and a half millions gold since April 29, which has raised the Bank of England stock of metal to the unprecedented figure of one hundred and sixty-four and a half millions, and consequently there has been a considerable addition to the actual and potential supply of credit. The Bank's reserve ratio is lately higher than for the past nine years and the discount rate has fallen away to a figure which has left the bank rate ineffective.—*Reuter.*

THE COAL SUBSIDY.

London, August 7.

After a few speeches by Labourites, Mr. Saklatvala contended that if the profits of the British coal industry could be restricted in order to preserve wages, the same thing ought to be applied to British mine owners in South Africa, China and India so that wages in those areas could not be reduced to a minimum and react on British wages. Mr. Parcell declared that conditions in the coal industry in China and India were shameful. Messrs. Bromley and Parcell both denounced what they described as the threats made yesterday in regard to what would happen if the trade unions supported the miners again. He declared that no threats could prevent them from again supporting their comrades if necessary to secure fair conditions.—*Reuter.*



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IN WAXED FINISHED OAK OR IN FRENCH POLISHED MAHOGANY, DESIGNED ON SIMPLE BUT DIGNIFIED LINES, IS THE KEY-NOTE OF PRESENT DAY FASHION.

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AND
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Arts & Crafts SHANGHAI.

AILS CRAIG MARINE MOTORS

(BRITISH)

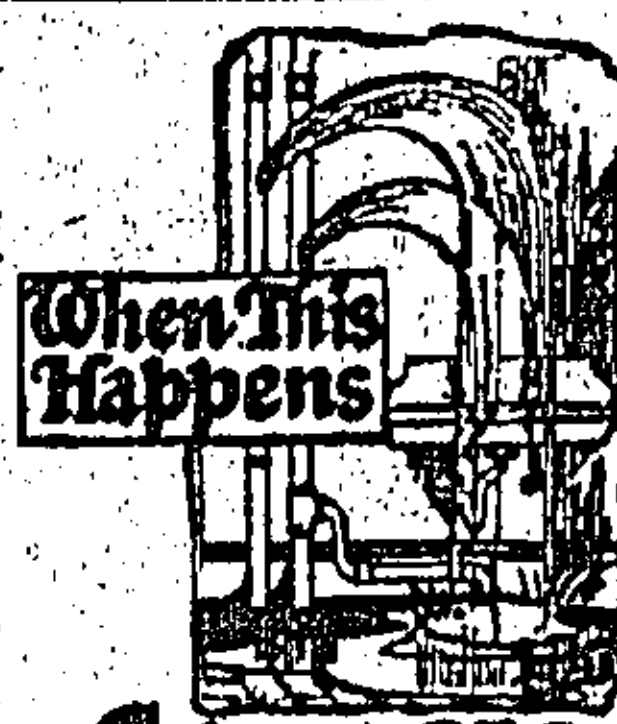
4 - 6 HP	2 Cylinder	Overhead Camshaft and Valves
6 - 8 HP	2	Detachable Heads
10 - 14 HP	4	Offset Cylinders
16 - 20 HP	6	Maximum Accessibility
20 - 24 HP	4	Complete Outfits
28 - 36 HP	6	Silent and Vibrationless

The last word in design and Manufacture

Ultra Competitive Prices

DODWELL & Co., Ltd.

SOLE AGENTS



Every Class of repair work a speciality.

C. E. Warren Co., Ltd.
CHINA BUILDING
(Facing Queen's Theatre)

MASSAGE HALL

23 WYNDHAM STREET
MRS. H. MORRIS.
Tel. No. C.4385.

THE NAVY'S CHOICE

Coates' ORIGINAL

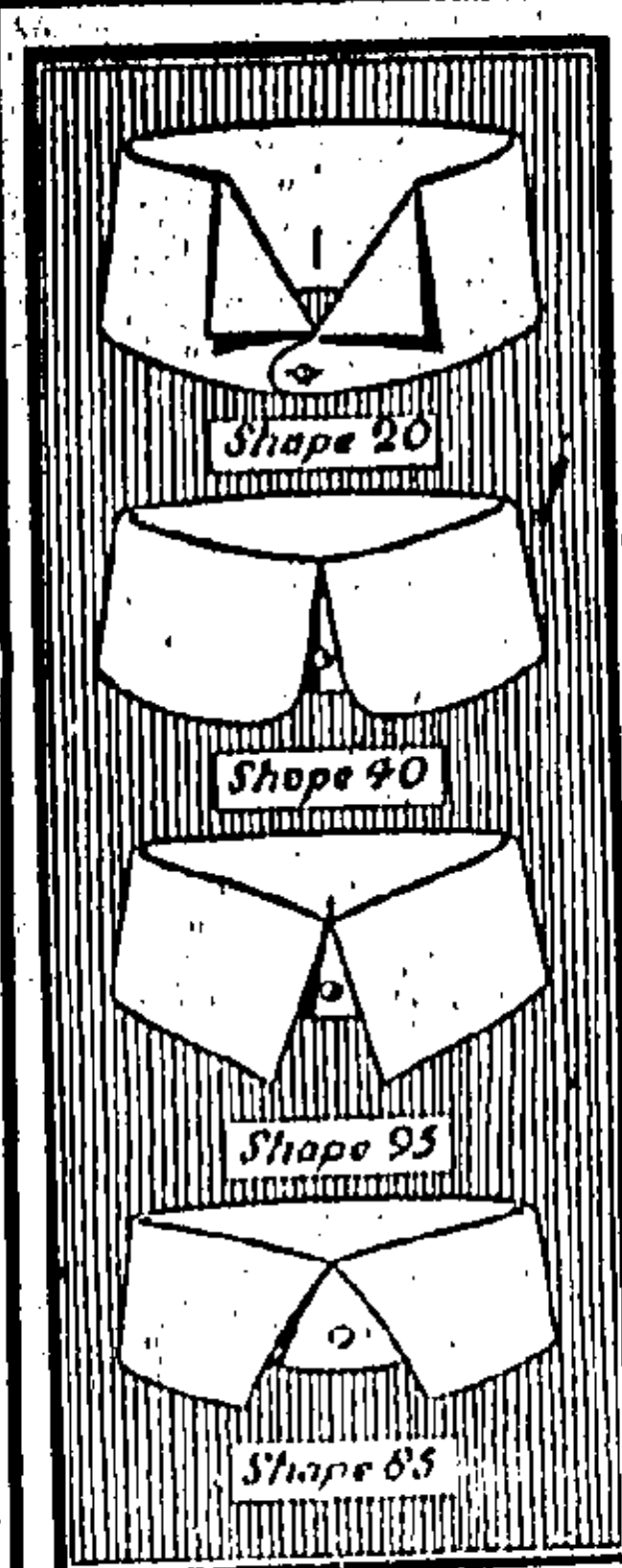
PLYMOUTH GIN

OBTAINABLE EVERYWHERE.

REGISTRATION.

Your servant may now be registered at \$1.00 per head. Recorded certificate showing name, photograph and thumb-print. At the termination of the present situation we hope to supply domestic servants of all descriptions for a nominal fee.

DOMESTIC SERVANTS' EMPLOYMENT & REGISTRATION BUREAU
2nd Floor, 15 - 17 Queen's Road Central. Phone C.1080.



Summit COLLARS IN QUARTER SIZES

WE ILLUSTRATE FOUR POPULAR SHAPES IN SUMMIT COLLARS WHICH WILL WITHSTAND HARD LAUNDERING.

No. 20—FOR DAY OR EVENING WEAR.

No. 40—STOCKED IN FOUR DEPTHS AND QUARTER SIZES FROM 14 TO 18 1/2.

No. 95—CAN BE WORN ON ANY BUT FORMAL OCCASIONS.

No. 65—IS CUT ON A SHALLOW BAND WITH A DEEP FOLD, TO GIVE THE FULLEST SENSE OF NECK FREEDOM.

AGENTS:—

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS.

ALEXANDRA BLDG. DES VŒUX RD.

SUMMIT SOFT COLLARS IN EIGHT STYLES.

FIRE PROTECTION

Is your house provided for in case of FIRE?

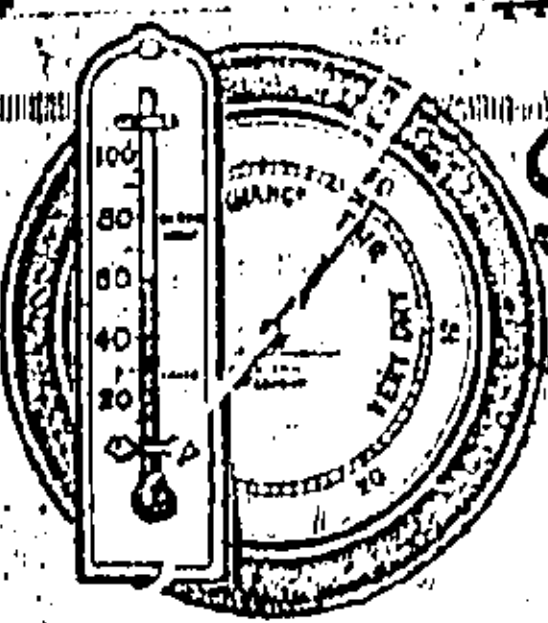
If not, you should lose no time in installing the simple, economical and SURE safe guard:—

FOAMITE-FIREFOAM

Full Particulars from—

THE UNITED ASBESTOS ORIENTAL AGENCY LTD.

2, Queen's Bldgs. Tel. C. 236.



Fresh Air on Top!

WHEN it is "set fair" with the thermometer in the eighties you can always command a refreshing breeze from your

Electric Fan

It will keep you fit until holiday-time, and sustain you at concert—pitch afterwards.

One unit of electricity will drive a small fan for 20 hours.



THE CHINA LIGHT & POWER

Co., (1918) Ltd.

SHOWROOM:—62, Nathan Road, Kowloon. Telephone No. K. 677.

WHITEAWAY'S SALE

SPECIAL

BARGAIN

We have just received a line of mens' fine cotton socks that has been delayed by the strike. Rather than carry these over until next summer we are offering them at practically cost price. All sizes in White, Black, Tan, Grey and Champagne.

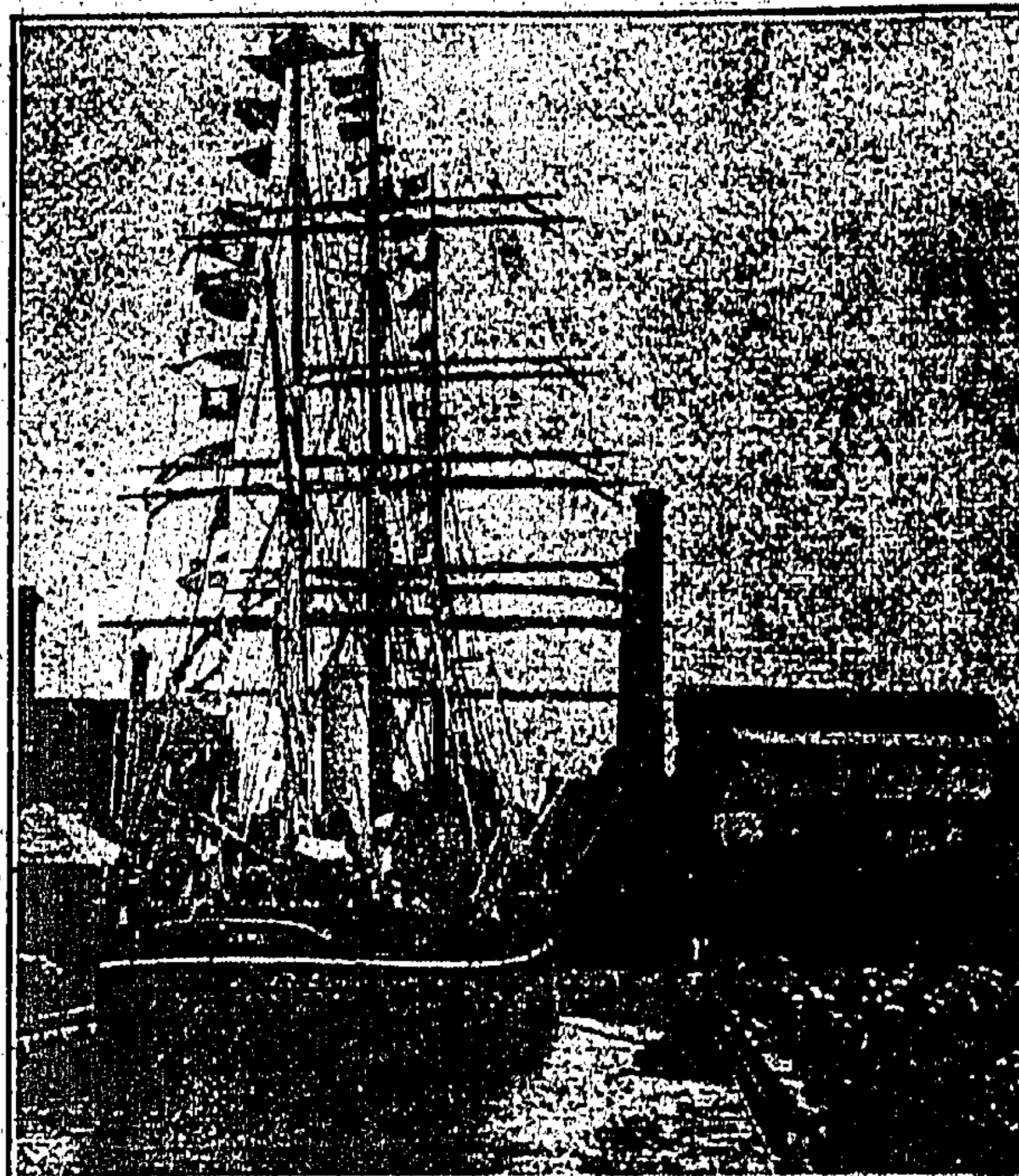
SPECIAL

SALE 60 cents

PRICE per pair

WHITEAWAY'S GENT'S DEPARTMENT.

A Famous Ship.



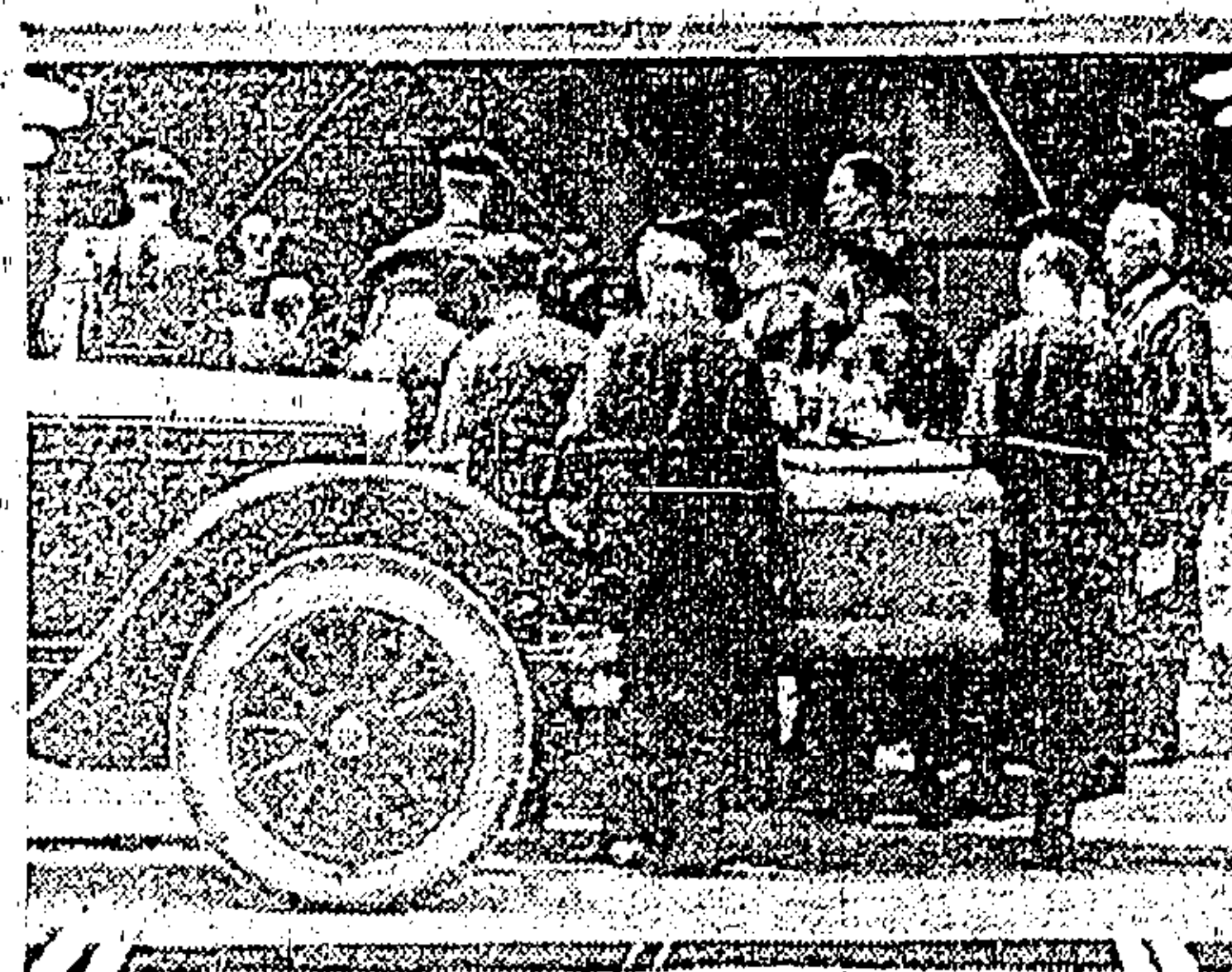
The scene at the undocking at Portsmouth of the "Discovery," Captain Scott's old ship, which has been reconditioned for a whaling research expedition in Antarctic waters. The ceremony was performed by Mrs. L. S. Amory. ("Times" copyright photograph.)

Their Majesties at Wembley.



There was a big attendance at the special Empire Day service held in the Stadium at Wembley. The King was present with the Queen and many other members of the Royal Family. Our photograph shows from left to right: H. M. the Queen; H. M. the King (saluting); Princess Mary (Viscountess Lascelles); Duchess of York; Duke of York. ("Times" copyright photograph.)

Laid to Rest.



The body of Mr. Thomas R. Marshall, former Vice President of the United States, being laid in a vault at Marion, Ind. Funeral services were marked by extreme simplicity.

Their Colonel-in-Chief.



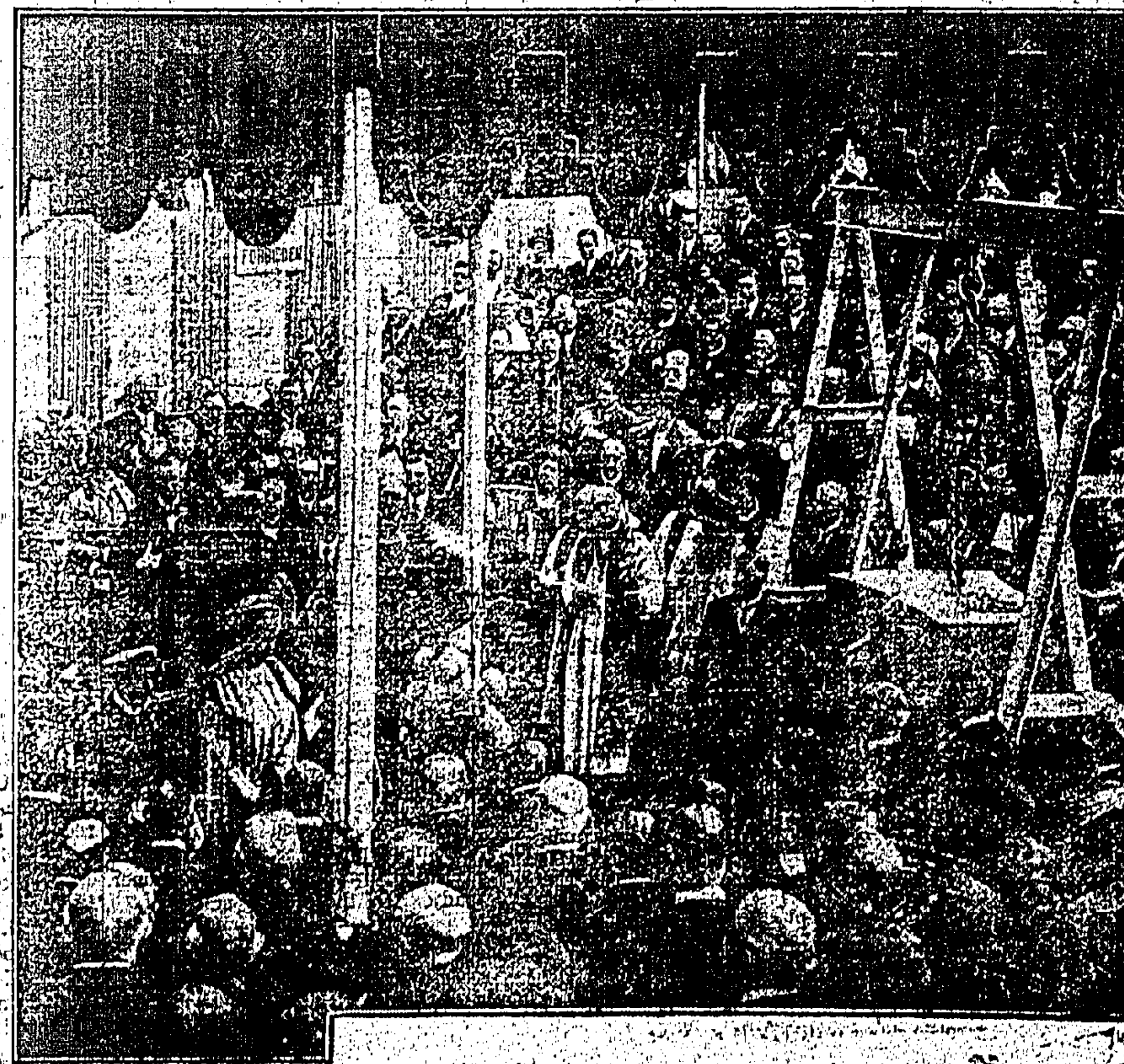
During her recent visit to Colchester, Princess Mary (Viscountess Lascelles) inspected the 2nd Royal Scots, of which regiment she is Colonel-in-Chief. Our photograph shows her passing down the ranks. She afterwards took luncheon in the Officers' Mess. ("Times" copyright photograph.)

Biggest Chair.



Rev. Billy Sunday perched in the world's largest chair at Thomasville, N.C., erected as a monument to the chair industry.

Lloyd's Foundation Stone.



The King is seen replying to the address of the Corporation of Lloyd's at the ceremony when he laid the foundation stone of the new Lloyd's in Leadenhall Street. The King was accompanied by the Queen and Prince Henry. The Bishop of London is seen in the centre of the picture. ("Times" copyright photograph.)

Shipping Europe, Australian, and other Ports.

P & O-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASGAR	9,005	8 Aug. noon	M'les, Casa Blanca, L'don, A'werp & Hull
ALIPORE	5,273	14th Aug.	S'pore, P'ang, C'bo & B'bay
SIOLIA	6,813	18th Aug.	S'pore, P'ang, C'bo & B'bay
MAEDONIA	1,089	22nd Aug.	Marseilles & London
KIDDERPORE	5,334	28th Aug.	M'les, Casa Blanca, L'don & A'werp
JEYPORE	5,318	2nd Sep.	S'pore, P'ang, C'bo & B'bay
NARRUNDA	16,227	5th Sep.	Marseilles & London
KHYBER	9,114	19th Sep.	Port Soudan, M'les, London & Antwerp
KARMALA	9,128	3rd Oct.	M'les, London & Antwerp
SODAN	6,696	15th Oct.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	17th Oct.	Marseilles & London
SIOLIA	6,813	29th Oct.	S'pore, P'ang, C'bo & B'bay
KHIVA	9,135	31st Oct.	Marseilles & London
MANUA	10,922	14th Nov.	M'les, London & Antwerp
KALYAN	9,118	28th Nov.	S'pore, P'ang, C'bo & B'bay
KASHMIR	8,985	10th Dec.	Marseilles & London
MOREA	10,911	12th Dec.	M'les, London & Antwerp
KASGAR	9,005	26th Dec.	M'les, London & Antwerp

BRITISH INDIA-APCAR SAILINGS

TAIFA	7,923	8 Aug. noon	S'pore, Penang & Calcutta
TARLWA	7,936	16th Aug.	S'pore, Penang & Calcutta
TAI MA	10,000	3rd Sept.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

TANDA	6,918	2nd Sept.	Manila, Sandakan, Thurs.
ARAFURA	6,900	7th Oct.	Island, Townsville, B'bane
ST. ALBANS	4,500	4th Nov.	S'pore & Melbourne

The E. & A. S. Co., Ltd. steamers will also call at Shanghai, H'kong, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:-
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand.

Vancouver via Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via

Pasadena Canal.

SAILINGS TO SHANGHAI & JAPAN.

KHYBER	9,114	8 Aug. noon	Shanghai, Moji & Kobe
TANDA	6,918	11th Aug.	Moji, Kobe & Yoko.
NARRUNDA	16,227	21st Aug.	Shanghai
KARMALA	9,128	4th Sept.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.

P. & O. Bdg., Connaught Rd., C.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENAMOY	23rd Aug.		
GEORGARY	3rd Sept.	No Sailings at Present.	
GLENSHANE	22nd Sept.		

Movements are subject to change without notice.
For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "MERTON HALL"	... via Suez Canal ... 19th August.
S.S. "LAMEDON"	... via Suez Canal ... 26th August.
S.S. "PELEUS"	... via Suez Canal ... 7th Sept.
S.S. "MALVERNIAN"	... via Suez Canal ... 19th Sept.

* Calls at New York first.
Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to:-
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

COMPANIA TRANSATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID.

BARCELONA & OTHER SPANISH PORTS.

C. LOPEZ Y LOPEZ	... 3rd Sept.
ISLA DE PANAY	... 28th Oct.
LEGAZIPI	... 19th Dec.

YOKOHAMA, KOBE, MOJI & SHANGHAI.

C. LOPEZ Y LOPEZ	... 15th Aug.
ISLA DE PANAY	... 9th Oct.
LEGAZIPI	... 30th Nov.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardesses and Doctor carried.

For particulars of freight or passage apply:-
BOTEHO BROS.

Alexandra Building, Hongkong.
O. D. BARRETTO, Ltd., 28, Central Avenue, B. C. CANTON

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. \$400, G. \$420, G. \$440

KAGA MARU	... Thursday, 27th Aug. at 11 a.m.
MARSEILLES, LONDON & ANTWERP	... via Singapore & Ports.
KATORI MARU	... Saturday, 15th Aug. at 11 a.m.
ATSUTA MARU	... Saturday, 28th Aug. at 11 a.m.
HAMBURG via LONDON & ROTTERDAM & Ports	... Monday, 10th Aug.
LIMA MARU	... Monday, 10th Aug.
LIVERPOOL via ADEN & MARSEILLES.	... Sunday, 16th Aug.
TOYOKASHI MARU	... Sunday, 16th Aug.
SYDNEY & MELBOURNE via Manila & Ports.	... Wednesday, 19th Aug.
MISHIMA MARU	... Wednesday, 23rd Sept.
TANGO MARU	... Wednesday, 23rd Sept.
NEW YORK and/or BOSTON via PANAMA.	... Tuesday, 8th Sept.
MAYEBAHI MARU	... Tuesday, 8th Sept.

JAVA	... Tuesday, 4th Aug.
PENANG MARU	... Tuesday, 4th Aug.
BUENOS AIRES via Singapore, Durban & Cap. Town.	... Sunday, 9th Aug.
KANAGAWA MARU	... Sunday, 9th Aug.
KAMAKURA MARU	... Monday, 31st Aug.
BOMBAY via Singapore & Colombo.	... Wednesday, 12th Aug.
TOKUSHIMA MARU	... Wednesday, 12th Aug.
CALCUTTA via Singapore, Penang & Rangoon.	... Tuesday, 18th Aug.
RANGOON MARU	... Tuesday, 18th Aug.
NAGASAKI, KOBE & YOKOHAMA.	... Thursday, 20th Aug.
TANGO MARU	... Thursday, 20th Aug.
SHANGHAI, KOBE & YOKOHAMA.	... Wednesday, 11th Aug.
HAKONE MARU	... Wednesday, 11th Aug.
KOBE & YOKOHAMA	... Sunday, 9th Aug.
WAKASA MARU	... Sunday, 9th Aug.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. S. KINOSHITA, Manager

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via RUZ.
S.S. "BOLTON CASTLE" ... Sails July 30th.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (FUMME).

TAKING, CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.

\$66.

NEXT SAILINGS:

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "LACONIA" (cargo only)	... Sails about 7th Aug.
S.S. "ESQUILINO"	... Sails about 10th Aug.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "FUMME-L"	... Sails about 31st July.
S.S. "ESQUILINO"	... Sails about 31st Aug.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.,

Telephone Central 1030.

Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

S. S. Steamships. Captain. Leaving.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers,
Round Trip Tickets will be issued from Hongkong to Foochow
(Pagoda Anchorage) and Return, by the same steamer, by the
"Hainan", "Hainan" and "Hainan" at the Reduced Rate of \$80.00
including Meals while the steamer is in Port.

HONGKONG, CANTON & MACAO STEAMERS.

MACAO EXCURSION On Sunday

the 9th August s.s. SUI TAI will will leave

Hongkong at 9 a.m. from Company's Wing Lok

Street Wharf, and leave Macao at 3 p.m.

COAST SHIPPING.

THE BANK LINE, LTD.

Agents for the following Services.

NEW YORK, BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "MERTON HALL"	... via Suez Canal, 19th August.
S.S. "MALVERNIAN"	... 19th September.

BOSTON, NEW YORK & NEW ORLEANS

AMERICAN & ORIENTAL LINE

Loading for Manila, Boston, New York.

M.V. "ELMBANK"	... via Suez Canal, 1st September.
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AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF MADRID"	... 9th August.
For Marseilles, London, Dunkirk & Hamburg.	

MODERATE PASSAGE RATES TO MARSEILLES & LONDON.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "SURAT" sails Hongkong Middle August.

Loading for Mauritius, Delagoa Bay, Durban, East London,
Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo,
Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,
Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis
Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City
of Palermo" or "Malatian" to Java, Freemantle, Adelaide,
Melbourne and Sydney, and Vice Versa. Through Freight
and Passenger bookings from Hongkong in conjunction
with "Ellerman" Line or other services.

For freight or passage on any of the above lines. apply to:-

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, LTD.

Consignees of Cargo from New Zealand and Australian
Ports are informed that all general cargo for Hongkong by
s.s. "CHANGSHA" has been discharged at Manila and
transhipped there at the risk of the owners of the goods to
s.s. "KENDAL CASTLE" which arrived Hongkong 11th
Aug 1925.

Hongkong 20th, July 1925. BUTTERFIELD & SWIRE,
Agents. Australian-Oriental Line Ltd.

OREGON ORIENTAL LINE

Operated for

UNITED STATES SHIPPING BOARD

by COLUMBIA PACIFIC SHIPPING COMPANY

via Manila, H'lo & Cebu.

U. S. S. B. West Kader Aug. 8th.

For Manila, H'lo, Cebu and Zamboanga.

U. S. S. B. West Jena Aug. 10th.

For Portland via Japan Ports.

U. S. S. B. West Jena Aug. 31st.

All sailings subject to change without notice.

Through Bills of Lading issued to all rail overland Points in the
U.S.A. also to New Orleans, Savannah, Charleston,
Baltimore, Philadelphia, New York, Boston, and
with transshipment at Portland, Ore. via Panama Intercoastal
steamers.

ADDRESS

Canton Agents,

John Manners & Co., Ltd.

Room 26 Bank of Canton Building.

5 Des Voeux Road Central,

Telephone Central 4871.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mali Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'g. for M'les
COMPIEGNE	17th July	18th Aug.	21st July.
AMBOISE	31st July	18th Sept.	15th Sept.
CHARENTAIS	14th Aug.	15th Sept.	29th Sept.
PORTUOS	28th Aug.	29th Sept.	13th Oct.
PAUL LECAT	11th Sept.	13th Oct.	27th Oct.
ANGKOR			10th Nov.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)

1st Class, £95.0.0; 2nd Class, £68.0.0; 3rd Class, £40.0.0

Steamers 1st Class, £83.0.0; 2nd Class, £60.0.0; 3rd Class, £30.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LION'S COMMERCIALES (CARGO-BEATS)

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about 20th Aug.

For full particulars apply to: Messageries Maritimes Co., 2 Queen's Building.

CONSIGNEE NOTICES.

SERVICES CONTRACTUALS DES MESSAGERIES MARITIMES.

S.S. "PAUL LECAT"
Consignees of Cargo from Mar

seilles.

In connection with above
St amer are hereby informed
that their goods with the expec-
tation of Opium, Treasure and
Valuables are being landed and
stored at their risks into the
Godowns of the Hongkong Kow-
loon Wharf and Godown Co., Ltd.
Kowloon whence delivery may
be obtained immediately after
land ng.

Optional Cargo will be forward-
ed on unless intimation is receiv-
ed from the Consignees before
Noon To-day, requesting it to be
landed here.

Bills of lading will be counter-
signed by the "Undersigned".
Goods remaining unclaimed after
Monday, the 10th instant, at
Noon will be subject to rent and
loading charges.

All claims must be sent in to
me on or before the Thursday,
the 13th inst. or they will not be
recognised.

All damaged packages will
be examined on Monday, the
10th instant at 10 a.m. by Messrs.
Goddard & Douglas.

No fire insurance has been
effected.

R. RODENFUSER

Agent.

Hongkong, 4th Aug., 1925.

Let "GETS-IT" End Your Corns!

End Your Corns!
This Corn Remedy is Guaranteed.
One touch of "GETS-IT" and that's the end of THAT corn. Pain stops at once, quickly the corn or callous shrivels up and soon it may be lifted right off with the finger. No more hurting feet, no more corn limping. Entire satisfaction or your money back. Costs but a trifle—sold by all Chemists & Shops. E. Lawrence & Co., Chicago, U.S.A.

Save Money

It is not only waste of money,
but it is causing Baby to run a
dangerous risk, to give
him food that has to have
anything other than boiled
water added to make it
suitable for his little digestive
powers.

Far better to give your
Baby Glaxo, which, when
mixed with hot boiled water
only, is a complete food.
Every drop Baby swallows
is all nourishment.

Give your Baby Glaxo—
the best food next to healthy
breast milk—and save
money. Ask your Doctor!

Glaxo
"Builds Bonnie Babies"

Write for free sample and
Description Booklet to

W. R. LOKLEY & CO.
Sole Agents

MASSAGE HALL

Mrs. S. UZUNOYE,

Expert Masseuse,

Entertainments.

QUEEN'S SUPER CINEMAS

Daily at 2.30, 5.15, 7.15, 9.15. Sundays at 6 p.m. 7.30, 9.15.

Change of Programme Tuesday—Thursday—Sunday

TO-DAY

DOUGLAS MacLEAN

in
THE HOTTENOT

Love—Adventure—Thrills
And Laughter all the way.
A Sporting Drama with a
never-to-be-forgotten horse race.

Added Attractions

**FELIX CARTOON—OUR
OWN TOPICAL—PRIZMACOLOUR**

He Made Love a Plaything

She thought she alone held his love—until she saw him on the beach THE CENTRE OF ADMIRING BATHING BEAUTIES of his own social class! Love to her was a sacred thing and she saw him make of it a plaything. How could she cut short this "MAD WHIRL"

See

MAY McAVOY

in another big Universal Jewel and watch her cut the Gordian knot.

THE MAD WHIRL

is showing

TO-DAY

at 5.30 and 9.15 at

THE STAR

IN THE SUPREME COURT OF HONGKONG.

IN THE GOODS OF MATTHEW JOHN DENMAN STEPHENS late of Victoria in the Colony of Hongkong Solicitor deceased.

NOTICE is hereby given that the Court has, by virtue of Section 58 of the Probates Ordinance, 1897, (No. 2 of 1897), made an order limiting the time for sending in Claims to or against the above Estate to the 31st day of August 1925.

Creditors and Claimants are hereby required to send their Claims to the undersigned by the above date.

Dated this 6th day of August 1925.

DEACONS

Protors for the Official Trustee
1, Des Voeux Road C.
Hongkong.

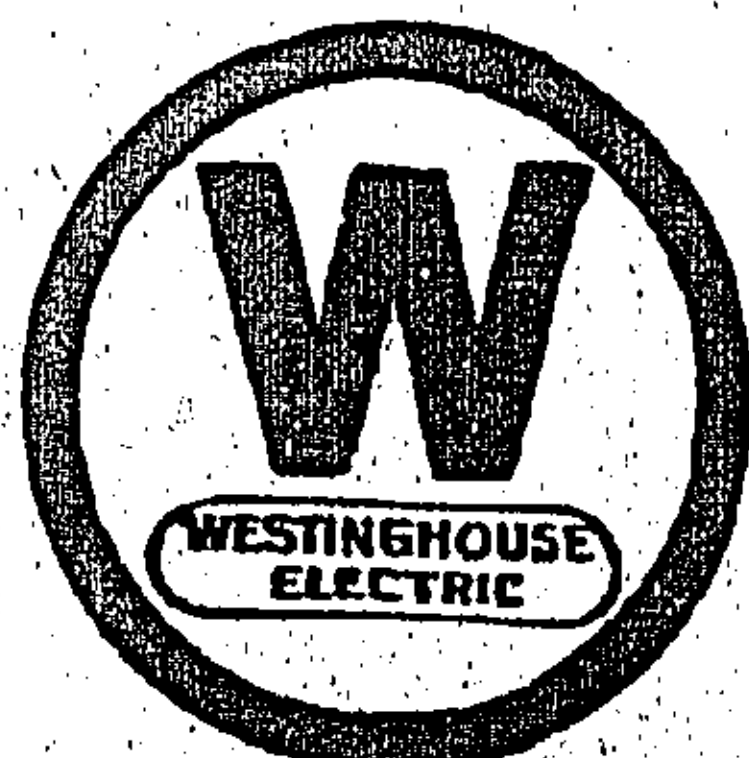
HONGKONG TRAMWAYS LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND of fifty cents per share has been declared and will be payable ON AND AFTER WEDNESDAY, The 26th August, 1925, when Dividend Warrants may be obtained upon application at the offices of the company.

The REGISTER OF MEMBERS of the company will be closed from THURSDAY, 13th August to WEDNESDAY, 26th August, 1925, both days inclusive.

By Order of the Board,
W. F. SIMMONS,
Secretary.
Hongkong, 29th July, 1925



Holyoak Massey, & Co., Ltd.
Distributors.
Queen's Bldg. Tel. C. 672.

WANTED.

Newspaper Compositors.

Apply—

MANAGER,

Hongkong Telegraph.

PREMISES TO LET.

TO LET.—For 2 months, from 15th August fully furnished 3 roomed flat, bathrooms, modern sanitation, kitchen, servants quarters etc., in good locality Kowloon, 5 minutes from ferry. Also servants including washman. Suitable for married couple, only rent and servants to be paid. Apply to Box No. 1364 care of "Hongkong Telegraph."

ARLUI HOUSE 229, Nathan Road, Kowloon, board and residence. All modern conveniences, terms very moderate. Apply. Managers, telephone K1215.

TO LET.—Furnished European flat, centrally located, Kowloon, immediate occupation if necessary. Apply to Advertiser, P.O. Box 86.

GODOWN TO LET, in Alexandra Buildings. Apply Secretary, A. S. Watson & Co., Limited.

TO LET.—One European flat, Wanchai Gap Road, Hongkong. Apply to 32 Kennedy Road.

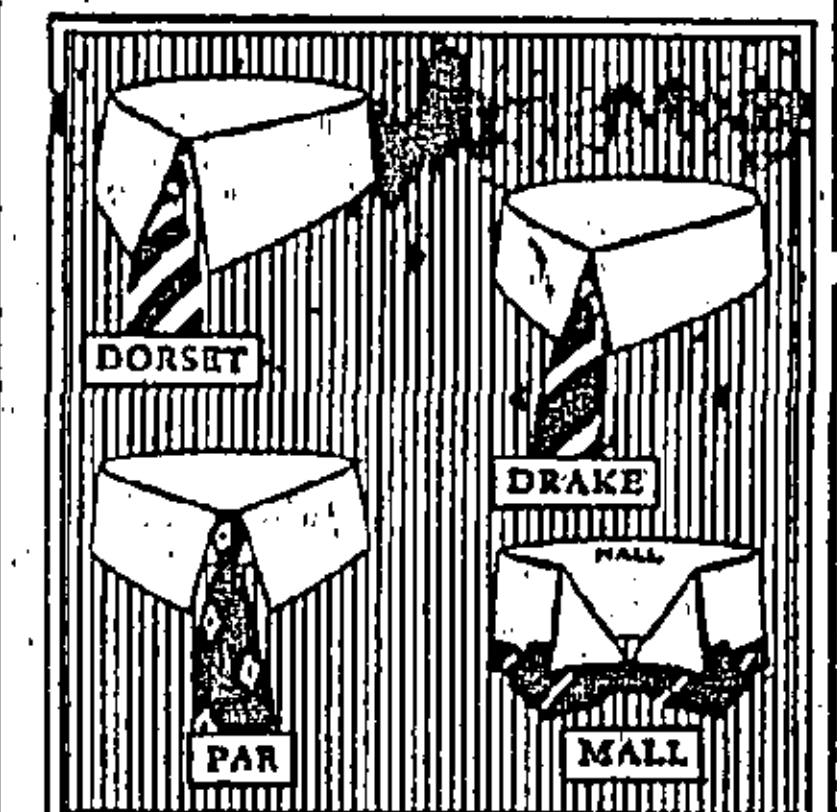
TO LET.—Spacious suite of Offices 2nd floor, Chartered Bank Building (left). Apply to: Linstead & Davis, Alexandra Buildings.

TO LET.—2 newly-constructed 3-storeyed semi-detached houses with garages attached situated on Inland Lot 2365 Stubbs Road marked by sign-board of Shun Shing Contractor just a little above Morrison Road. Occupation about June 1st. Apply Sang Kee, New Bank Building.

SITUATIONS WANTED

CONFIDENTIAL SECRETARY, Lady, British; available beginning September as Confidential Secretary (short-hand typist) or Companion, musical. Interview arranged by letter to Box No. 1632, c/o "Hongkong Telegraph."

ENGLISHWOMAN, Experienced Child's nurse, Qualified dispenser, excellent references, requires position of trust Free now. Miss Court care of Gude, 152, Cordellaria, Santa Mesa, Manila.



ARROW COLLARS

AFTER all there is nothing more comfortable than the cool, clean feel of the Arrow Starched Collar

These are made in quarter sizes to insure perfect fit
SOLD AT THE BEST SHOPS

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on Wed. the 5th August 1925, at 11 a.m. at Messrs. Kung Yau Tuen's Godown

(for account of the concerned).
120 Cases English Oat
Terms—Cash on delivery.
LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on Friday, the 7th Aug. 1925 commencing at 11 a.m. at their Sales Room, Duddell Street

230 Brass and Cast Iron Bracket Lamps
8 Coils Single Lead Covered Wire
1 Drum Wire Cable
3 Cases—59 Pieces Miller Tire and Tubes
1 Keg Green Oxide Powder
10 Electric Table Fans
27 Tins Mess
123 Khaki Jackets
33 Khaki Shorts
21 Khaki Trousers
16 Khaki Brooches
12 Bonnets
52 Caps
4 Helmets
12 Great Coats
3 Drums Black Paint
A Selection of German Glass Ware
Three Austrian Iron Safes
"Flying Wheel" Brand (New) also

A Quantity of School Furniture comprising—

Desks.
Desks and Seats
Blackboards and Stands
and
A Lot of Miscellaneous Goods.
Terms—Cash on Delivery.
LAMMERT BROS., Auctioneers.

By Order of the Mortgagee.
Messrs. Lammert Brothers have received instructions to sell by Public Auction,

on MONDAY, the 10th day of August, 1925, at 3 o'clock in the afternoon, at their Sales Room, Duddell Street, Victoria, Hongkong.

The Very Valuable Leasehold Property

situate between Kennedy Road and MacDonnell Road, Victoria, aforesaid and registered at the Land Office as section A and the remaining portion of Inland lot No. 1380.

"IN ONE LOT"

The area of the land is 21850 square feet or thereabouts.
The property comprises three European Messuages or Dwelling Houses being No. 6, Kennedy Road and No. 14 and 14A MacDonnell Road, together with the grounds attached thereto respectively.

Particulars and conditions of sale may be obtained from the offices of

MESSRS. DEACONS,
1, Des Voeux Road Central,
Vendors' Solicitors or
Messrs. LAMMERT BROS., Auctioneers.
Hongkong, July 26, 1925.

BY ORDER OF THE FIRST MORTGAGEE

THE VALUABLE LEASEHOLD PROPERTY
situate at Victoria in the Colony of Hongkong and known as Sections M & N of Inland Lot No. 795

with the buildings thereon now known as

Nos. 24 and 26 Clarence Terrace in One Lot

to be sold by

PUBLIC AUCTION,
on Tuesday
The 4th day of August 1925,
at 3 p.m. by
Messrs. LAMMERT BROTHERS Auctioneers

At their Salesroom in Duddell Street, Victoria, Hongkong.
For further particulars and conditions of sale apply to—
Mr. H. K. Woo, Solicitor.

Bank of China Building,
No. 4 Queen's Road Central,
or to
Messrs. Lammert Brothers,
the Auctioneers,
Duddell Street,
Hongkong 30th July 1925

G. R. NOTICE.

OWNERS and drivers of Motor Vehicles are requested to note that licences were due for renewal on the 1st July. They are asked to renew the same forthwith.

P. P. J. WODEHOUSE,
Capt. Supt. of Police.
Hongkong, 6th August 1925.

NOTICE.

NOTICE is hereby given that Mr. A. J. Allison severed his connection with this Company at the close of business on July 8th, 1925.

THE DRAGON MOTOR CAR CO., LTD.

FOR SALE.

FOR SALE.—Thoroughbred Pedigree—Cocker Spaniel puppies, 8 weeks old. Apply Box No. care 1363 of "Hongkong Telegraph."

NOTICE.

Mr. F. M. Weller having left the Colony, all business communications relating to the Sun Life Insurance Co. of Canada should be addressed to the undersigned, who will be in charge of the South China Division and the Hongkong Office until further notice.

R. W. TAPE,
Resident Secretary.
Hongkong, July 24, 1925.

NOTICE TO CONSIGNEES

OCEAN STEAM SHIP COMPANY, LTD.
and
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer

"PROTESILAUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The cargo will be ready for delivery from Godown on and after 8th August

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 14th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 28th Aug. or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
7th August 1925.

"For the Blood in the Life."

Sufferers

from Bad Legs, Abscesses, Ulcers, Eczema, Piles, Glandular Swellings, Scabies, Itch, Pruritus and Eruptions, Gout, Rheumatism, Neuralgia, etc., find relief in the use of Clarke's Blood Mixture. It is the only way to complete and lasting relief. It is the blood of the poisonous waste matter, the one cause of such troubles. Clarke's Blood Mixture contains ingredients which soon overcome and remove the impurities that so many suffering persons stand in need of.

Clarke's Blood Mixture

Prepared by Dr. J. C. Clarke, of All Chemicals and Stores.

Canada is now spending \$1,000,000 a week caring for and rehabilitating former soldiers. More than \$600,000,000 has been spent in the last five years.



BY
APPOINTMENT
TO

HIS
MAJESTY THE
KING

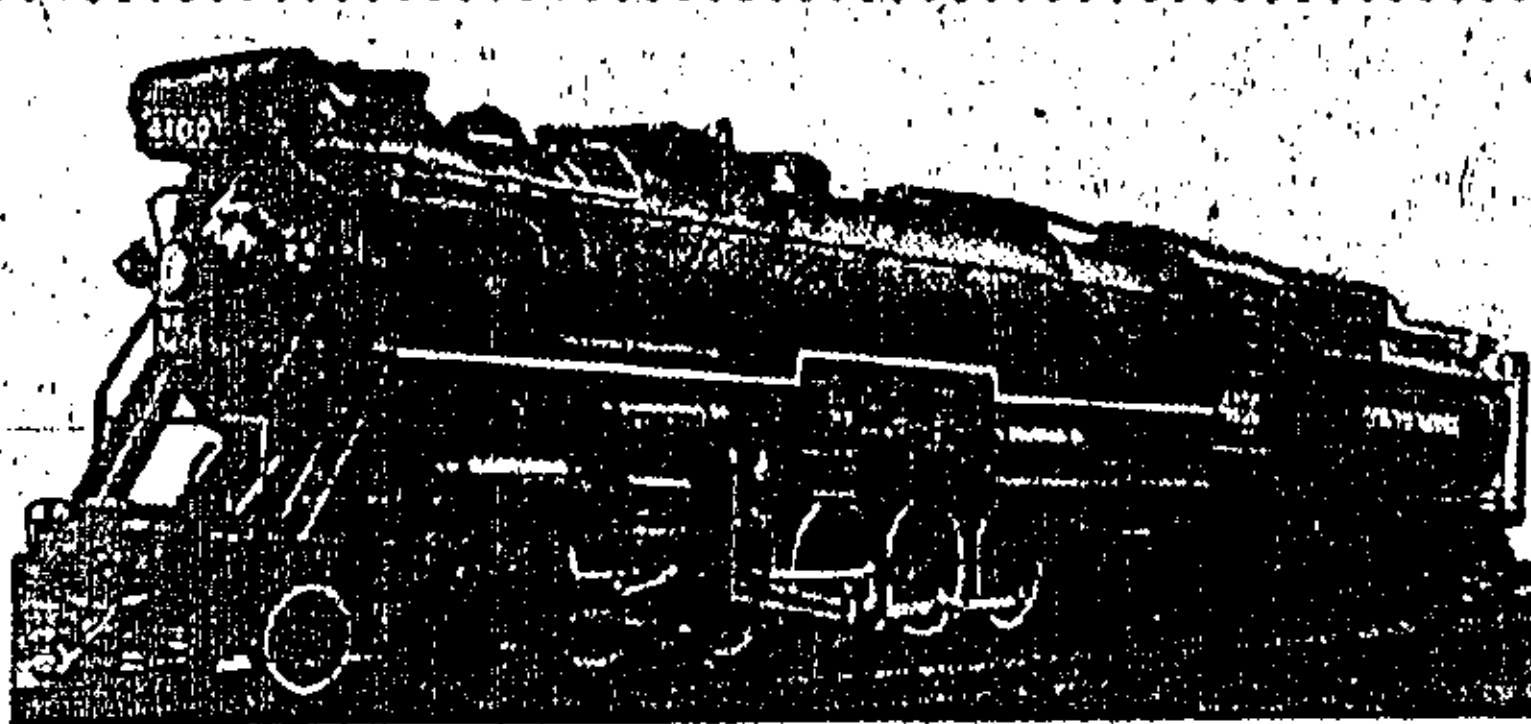
THE FINEST TINNED, BOTTLED, AND FRESH PROVISIONS AT CHEAPEST PRICES

We undertake Naval and Military Contracts as well as the supply of Merchant Vessels. Also we cater and provide what the Householder and Family requires.

Quotations as desired, either Wholesale or Retail. We solicit your patronage and request the pleasure of attending to your requirements at our Store.

The Sales Department will be open on the 15th inst. No. 15, Connaught Road Central or Telephone Central 4835

WING CHONG HON CHINA PRODUCT CO., LTD.
Admiralty Contractors



TRAVEL via CANADA.

THE NEW AND DIFFERENT ROUTE
OF

CANADIAN NATIONAL RAILWAYS.

Daily trains Vancouver to Montreal. Finest Rocky Mountain Scenery in North America viewed in daylight from trains.

All trains equipped with latest improvements for comfort and safety.

Radio service on route—Observation Cars. Dining Car service of highest standard with moderate charges.

Bookings arranged on all Steamship Lines. Descriptive booklets and complete information gladly supplied.

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COCKTAILS

made and bottled by us.

MARTINI,
MANHATTAN,
GIN,
VERMOUTH.

Think of the trouble and time saved, especially these days.

CALDBECK, MACGREGOR & Co., Ltd.
15, Queen's Road Central, Telephone C. 75.

THE HONGKONG ELECTRIC CO., LTD.

AS practically all the Chinese employees have absented themselves from work and the remainder of the Staff is required for the maintenance of the electric supply, the Company asks consumers to call at the Head Office, P. & O. Building, (3rd floor) and pay their accounts which are now ready.

GIBB, LIVINGSTON & CO., LTD.
Agents,
Hongkong, 13th July, 1925.

EX-ACTIVE SERVICEMEN'S ASSOCIATION.

(1914—1918)

HASMA BEACH

Members are notified that there will be a Launch leaving Blake Pier for Easma Beach at 4 p.m. sharp on Saturday and Sunday the 8th and 9th inst.

T. N. MACREYNOLDS,
Hon. Secretary.

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PASSENGER & CARGO STEAMER FOR SALE.

Classed 100—A.1. at Lloyd's. Cargo capacity on 18 feet loaded draft, 1725 tons. Two-deck and Sideports. Plenty of passenger accommodation. Speed up to 14 knots. Price \$45,000. Delivery in a foreign port. OFFERS MUST BE PROMPT. Particulars on application to—

Capt. FINN MALM,
2nd Floor, China Building, Hongkong.
Tel. C. 4946. Cables, Bentley's Code.

CHINA AUCTION ROOMS.

4 Duddell Street

If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS. Telephone—Central 4453.

R. V. M. R. DE SOUSA,
Auctioneer.

NOTICE

Messrs. Land, Crawford, Ltd. announce that they can now deliver goods from all departments including Groceries, Wines, and Spirits, to Kowloon and Hongkong.